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CENTRAL ASSOCIATION

— OF —

Railroad Officers

PROCEEDINGS.

JANUARY.

CINCINNATI DIVISION,	January 12th
INDIANAPOLIS DIVISION,	January 9th
COLUMBUS DIVISION,	January 13th
TOLEDO DIVISION,	January 11th
PEORIA DIVISION,	January 12th
ST. LOUIS DIVISION,	January 8th

1891.

THE WOODROW-RYDER CO. Printers, 323 1/2 South St.



✓  
CENTRAL ASSOCIATION

...OF...

# RAILROAD OFFICERS' PROCEEDINGS.

CINCINNATI DIVISION,  
INDIANAPOLIS DIVISION, COLUMBUS DIVISION,  
TOLEDO DIVISION,  
PEORIA DIVISION, ST. LOUIS DIVISION,  
KANSAS CITY DIVISION.

1897.

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# CENTRAL ASSOCIATION

— OF —

## Railroad Officers

### PROCEEDINGS.

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#### JANUARY.

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1897.

THE WOODROW-RYDER CO., Printers, 323 Walnut St.

# DIRECTORY

## OFFICERS OF THE CENTRAL ASSOCIATION OF RAILROAD OFFICERS AND ITS VARIOUS DIVISIONS.

### CENTRAL ASSOCIATION.

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D. S. SUTHERLAND,	1st Vice-Prest.
BENJ. McKEEN,	2nd Vice-Prest.
O. G. FETTER,	Secretary-Treasurer.

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D. S. SUTHERLAND,	W. G. BESLER,	C. H. HOWARD,
BENJ. McKEEN,	J. W. RILEY,	G. L. PECK.

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Wm. GROGAN,	"	Toledo "
A. J. ELLIOTT,	"	Peoria "
F. E. ANDERSON,	"	St. Louis "

## CINCINNATI DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers,  
Cincinnati Division, held in Room 71, Carew Building,  
Cincinnati, Ohio, Tuesday, January 12, 1897.**

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Meeting called to order at 11:05 A. M., with President Bender in the chair.

The following lines were represented:

C. C. C. & St. L. Ry.	MR. G. W. BENDER,	Supt.
" "	MR. H. F. HOUGHTON,	Ass't Supt.
" "	MR. F. M. LAWLER,	M. M.
" "	MR. J. A. KEEGAN,	D. M. M.
L. & N. R. R.	MR. C. A. DAVIES,	Supt.
" "	MR. BRENT ARNOLD,	Supt.
" "	MR. LEWIS HOOD,	Supt.
" "	MR. WM. ADAIR,	D. M. M.
C. H. & D. Ry.	MR. A. GALLOWAY,	Supt.
" "	MR. W. J. MULVIHILL,	C. A.
C. & O. Ry.	MR. GEO. W. LEWIS,	Supt.
" "	MR. E. M. HOADLEY,	E. M. W.
B. & O. S. W. Ry.	MR. C. H. HOWARD,	Supt.
" "	MR. J. A. CONANT,	Supt. C. S.
P. C. C. & St. L. Ry.	MR. GEO. B. FRAVELL,	R. F. of E.
ERIE RAILROAD,	MR. C. A. ALLEN,	Supt.

**PRESIDENT.**—If no objections, records of the last meeting will stand approved as printed.

**PRESIDENT.**—Report of Committee on subjects to be presented.

**MR. GALLOWAY.**—On behalf of the Chairman of that committee, I will read communication from him; he has been called to Washington and will not be able to be present to-day.

LOUISVILLE & NASHVILLE RAILROAD CO.

OFFICE OF SUPERINTENDENT OF MACHINERY.

LOUISVILLE, KY., January 2, 1897.

*To the Members of the Central Association of Railroad Officers:*

Gentlemen:—In pursuance with your instructions the committee appointed for the purpose of suggesting subjects for discussion, met in the office of our Secretary on December 29th, 1896, and after discussion of the matter decided to present the following subjects:

First. "The effect of improper counterbalancing of locomotives on the track."

This having, in the opinion of the Committee, become a subject of great importance within the last few years on account of the necessity of increased speed of freight trains especially, and an investigation of the extraordinary results, discovered only within the last few years, of rails being bent not only down, but sideways, and one, at least, of your Committee having reached the conclusion that this result was caused by improper distribution of the counterbalance weights, and not from any excess or deficit in the aggregate, we consider it a matter of sufficient importance for a full discussion.

Second. "The discussion of discipline without punishment."

On this subject it is the opinion of your Committee that train service has been under a system of discipline not found necessary, or even advisable in other occupations, and the new methods suggested under the above heading is only the application of ordinary methods of discipline, even in railroad service, such as applied to shopmen, etc., with the addition of a record. One of the most important features in our opinion, is, that under the discipline by actual suspension is the unequal punishment; the greater loafer a man is the less you punish him, he considering that his suspension clears his record and places him on just as good a footing as before, cares but little for the punishment, and to use a common parlance, as long as he can "keep it to clear," *i. e.* keep clear of a discharge, he considers himself as good a man as any. On the other hand, a conscientious man does not consider the mere loss of compensation, but the disgrace, and while the first man's punishment falls almost

entirely on his family, in the second it generally falls upon the man himself; first, from his inability to pass the time of suspension with any pleasure to himself and family; second, from his sensitiveness to a feeling of a dereliction of duty; and third, from the fact that generally such a man is a prudent one and the loss of wages is a permanent one, as it is not a restriction of the necessities of life as is the case with the loafer. Another thing, a record if properly kept will clear the service of such undesirable men, and finally result in an improvement in the personnel of the organization, and finally result in an "*Esprit de Corps*" that is very desirable.

Third. A discussion of the best plan for "locating the steps and hand-holds upon switch-engines, also the best practice for carrying and using push-poles upon switch-engines."

P. LEEDS,

*Sup't Mach'y, L. & N. R. R.*

A. GALLOWAY,

*Sup't C. H. & D. Ry.*

GEO. W. LEWIS,

*Sup't C. & O. Ry.*

PRESIDENT.—What will we do with the report of the Committee?

MR. GALLOWAY.—Before the question is answered I would like to say a word on that; this Committee in presenting these subjects, and, as we consider ourselves a Standing Committee until our successors are elected, we handle this work with the understanding that we are not to both present the subjects and prepare papers, or take any other part, except in general discussions of same. It is our understanding that we are to present the subjects and that some one else is to be appointed to prepare papers on same. Of course, we are willing to share our part of the work, but we do not want it all.

MR. DAVIES.—I would like to ask if those subjects are to be considered at this meeting of the Association, or at the next meeting.

MR. GALLOWAY.—I can only answer by saying that our idea was, if possible, that the subjects would create a paper from some-

body and when the paper resulted, then a discussion would ensue, and in that way derive the most benefit.

MR. LEWIS.—I think that Mr. Leeds has prepared a paper on one of the subjects, and I would move that the paper be read and discussed. Seconded and carried.

In the absence of Mr. Leeds, Mr. Davies read paper prepared by Mr. Leeds on the subject, "The Effect of Improper Counterbalancing of Locomotives on the Track."

*To the Members of the Central Association of Railroad Officers.*

Gentlemen:—In reference to the subject of the effect upon the track of improper counterbalancing of engines, the writer's attention was first called to this matter in a round-about way, but later directly and forcibly, as follows:

As the same rules which I believe to be correct, as shown on the attached blue print, had been recognized for many years, I had not considered it necessary to investigate the matter closely until about 1889, and then in connection with the developement of flat spots on tires, which I found to be a common complaint with engines in the southern part of the country where there was a very fine and gritty sand upon the track at all times, after theorizing and studying the matter from the standpoint of variable pressures arising from the angles of power exerted, it was decided to try the effect of changing counterbalances, especially as the class of engines showing the worst results were eight wheel passenger engines, which had the same amount of balance in each wheel, showing by the rules that the main wheels were under and the back wheels greatly overbalanced, we were not sanguine as to the results in relieving the flattening to any great extent, from the fact that these worn places were always about one-eighth ahead of the crank and almost invariably the left wheels were the worst. From this we argued that the thrust, or application of power, at that point had a greater effect at that particular point of the revolution than any other, and had decided if the change in counterbalance did not effect the desired result, to put up an engine left handed in order to ascertain if it would change the results as to location of worn places. We had previously changed tires around so as to bring

the place that had been worn to the opposite side of the wheel and still the spots would always locate at the same point in relation to the crank. As soon as the engines were properly counterbalanced, the wear of the tire was reduced so as to make nearly double the mileage between turnings, from the fact that the tendency to flatten was decreased to a very great extent, although not entirely eliminated; besides this, the flat spots which had previously been only fifteen to eighteen inches were lengthened out from three to four feet, and instead of being all ahead of the crank extended past it so as to show about two-thirds ahead and one-third back of the crank. In my opinion, if the revolving parts only were balanced we would be relieved of the unequal wear of the tires on those divisions, but of course we have to counterbalance the reciprocating parts, and to just this extent the track is disturbed. The forcible calling of my attention was in October 1892, when claim was made that some of our engines had bent rails in a very peculiar manner, although the track was in excellent condition. Of course I was much exercised to have the claim made that engines which had been in the service on the same division for some twelve years without developing any such defect should do so all at once, and in fact I might as well own did not believe it; still, as reports came in occasionally to the same effect we began a systematic system of investigation which developed the fact that not only were the rails bent in towards the center of the track as well as down, but there were such kinks at regular intervals of just the circumference of a fifty one inch wheel and further that they alternated from rail to rail, being just midway of one another on the opposite sides and where kinked was a mark just about such as a tire that was partially track-worn would make if an engine lurched badly enough to slide the wheel suddenly inward, at the same time the opposite rail was not bent outward, as we naturally supposed it would be, by the flange of the opposite wheel coming against it on the inside. As we followed this matter up closely enough to locate the trouble upon engines which had passed within a few hours, and an examination of the speed charts always showed at least one train having passed that point at an excessive rate of speed, we arrived at the conclusion that the centrifugal force of the counterbalance

was the cause of the trouble. A further investigation showed that while the weights in the wheels were correct in the aggregate, the distribution was in error. The main wheels showed a large deficit, while the front and back wheels of our consolidations showed that this deficit had been divided between them, causing a surplus in those wheels, and, in my opinion, this distribution was the cause of the whole trouble.

In some tests with an engine with a wheel sixty-eight inches in diameter, with cranks twelve inches from center, and the center of gravity twenty-three inches from the center, when this counterbalance was three hundred pounds in excess of what it should have been, the wheels when running at a velocity of sixty miles per hour were lifted appreciably from the rails; in other words, at this rate of speed and the center of gravity twenty-three inches from the center of axle, each pound of excess weight lifted forty-eight pounds, and per contra. A natural deduction would be that when this force was exerted in the opposite direction, or downward, the force would be just double, or that you would have the weight which had been raised returned to its normal and the centrifugal force added. From this deduction the pressure on the rail in the case cited should have been 28,800 lbs. I am not prepared to say that this is the case, in fact I doubt it, from the fact of the path of weights when an engine is in motion describes a parabola, and the distribution of the centrifugal force is, in my opinion, to some degree influenced by this fact; still, when an engine slips it must correspond to the test, which was made with an engine mounted on rollers of about the same diameter as the driving wheels. The conclusion which, in my opinion, should be reached from all the data at hand, is, that each and every wheel should carry its own proportion of the aggregate counterbalance including such reciprocating parts as are absolutely necessary to balance, and if any deficit or surplus is necessary on account of the size of wheels it is less injurious when located near the center of the engine than in either front or back wheels, as when in these wheels on a Mogul or Consolidation engine it results not only in the destructive force of the centrifugal force in a vertical direction, but also in a lateral vibration, which is not only destructive to the track, but the engine

also. The proportion of the reciprocating parts to be balanced, should be as small as possible without detriment to the engine, and I am of the opinion that the rule recommended by the Committee of the Master Mechanics' Association is in the right line, as it allows for a reduction in this proportion as the weight of the engine is increased, based on the theory that the weight of the engine allows of a greater proportion being absorbed in the inertia.

Yours truly,

P. LEEDS,

*S. M.*

MR. LEWIS.—I move that the paper be received and printed in the minutes of this meeting and that the paper be discussed at the next meeting.

Seconded by Mr. Galloway and carried.

PRESIDENT.—Has the Committee any more papers to present?

MR. GALLOWAY.—No, sir.

PRESIDENT.—I will appoint Mr. Davies to prepare a paper to be presented at the next meeting on the discipline question, and Mr. Howard on the question of locating the steps and hand-holds upon switch engines, and the practice of carrying and using push poles upon switch engines.

SECRETARY.—At the last meeting I was instructed by this Association to take up with the various roads the matter of adoption of the M. C. B. Rules, relative to the Loading of Long Lumber and Timber. Have answers from all roads except Mr. Galloway of the C. H. & D. Ry., and all have adopted the M. C. B. Rules.

MR. GALLOWAY.—Has the M. C. B. Association adopted the rules, or are they only recommended? As I understand it the M. C. B. Association has only recommended that practice to the companies. The C. H. & D. Ry., of course, are abiding by the M. C. B. Rules.

Secretary read communications received as follows:

CINCINNATI, HAMILTON & DAYTON RAILWAY CO.

CINCINNATI, O., Jan. 12th, 1897.

O. G. FETTER,

Sec'y Central Association of Railroad Officers,  
Cincinnati, Ohio.

Dear Sir:

On Oct. 26th, 1896, the C. N. O. & T. P. Railway Company was ordered by the firm of Wiborg, Hanna & Company to deliver to the C. H. & C. Ry. Co., car C. N. O. & T. P. No. 3436, loaded with lumber consigned to Messrs. Dalton & Moorefield, Indianapolis, Ind. The car was refused by the C. H. & D. Railway Company owing to its being in bad order, having such defects as rendered car unsafe to run. The car was then offered to the P. C. C. & St. L. Ry. Co., by the C. N. O. & T. P. Ry. Co., and the former Company received the car and forwarded the same to Indianapolis. This proceeding being contrary to the rules of the Central Association, Cincinnati Division, the C. H. & D. Railway Company as the aggrieved line, asks that the C. N. O. & T. P. Railway Company be compelled to deliver the C. H. & D. Railway Company, two cars of freight in lieu of this car which was diverted, in accordance with the agreement entered into at the meeting of the Central Association, Jan. 20th, 1890.

Respectfully submitted,

A. GALLOWAY,

*Superintendent.*

MR. DAVIES.—I move that the communication and all papers be referred to the Standing Committee on Joint Car Inspection for investigation and report.

Seconded by Mr. Lewis and on vote adopted.

Secretary then read letter from Mr. Peters as follows:

THE PITTSBURG, CINCINNATI, CHICAGO & ST. LOUIS  
RAILWAY COMPANY.

CINCINNATI, OHIO, December 28th, 1896.

Subject: TRANSFER ORDER D. 733, P. D. & E., 4638.

MR. O. G. FETTER,

Secretary, Central Association, City.

Please bring this matter before the next meeting of the Association. I certainly think the tariff adopted by the Association

should be revised, in order to cover such cases as these where the rate allowed is not enough to cover the cost of transferring.

RALPH PETERS,

*Gen. Agent & Supt.*

SECRETARY.—This is a case between the P. C. C. & St. L. Ry., and the C. & O. Ry. The cost of transfer as laid down by the Special Tariff for that purpose, seems not to have been enough to cover the cost of transfer. The car was loaded that broke down and had to be transferred.

PRESIDENT.—What will we do with this matter?

MR. DAVIES.—I move that all papers be referred to a Committee of three to look into the matter and report at the next meeting.

Seconded by Mr. Lewis and carried.

PRESIDENT.—I will appoint as that Committee, Messrs. Brent Arnold, of the L. & N. Ry., Mr. J. A. Conant, of the B. & O. S.W. Ry. and Mr. A. Galloway, of the C. H. & D. Ry. Mr. Brent Arnold, Chairman.

Secretary next read letter from Mr. L. E. Johnson, as follows:

LAKE SHORE & MICHIGAN SOUTHERN RY. CO.

TOLEDO, OHIO, November 20th, 1896.

MR. O. G. FETTER,

No. 71 Carew Building,

Cincinnati.

Dear Sir:

I wish you would correspond with the Secretary of the respective Divisions of the Central Association of Railroad Officers, asking them to submit subjects to be presented at the next Annual Meeting of the Central Association. My idea is that each Division be asked at their next meeting to designate two subjects which they will be willing to present and read at the next Annual Meeting by their members. After these subjects have been submitted, it is my intention to call a meeting of the Executive Committee and have these subjects laid before them, and from among them, the subjects presented, the Executive Committee to select a

sufficient number of papers, and on the subject which, in their opinion will be of the greatest benefit to the Association.

Yours truly,

L. E. JOHNSON,  
*President.*

SECRETARY.—Will say that all the other Divisions have complied with Mr. Johnson's request and we are now waiting on the Cincinnati Division.

MR. DAVIES.—Have all the other Divisions named their subjects?

SECRETARY.—Yes sir. The Cincinnati Division is the only one that has not.

PRESIDENT.—It is now for this meeting to suggest subjects.

MR. DAVIES.—I move, Mr. President, that this matter be left to our Committee on Subjects, they not to wait until the next meeting of this Division to report, but whatever two subjects they agree upon, let them send to our Secretary and let him notify the President of the Central Association of Railroad Officers.

Seconded by Mr. Howard.

MR. GALLOWAY.—Before putting the motion; as I understand the motion, the subject committee is to present two subjects. You will notice that the President asks that papers be presented on these subjects.

MR. DAVIES.—If I understand the communication as read by the Secretary correctly, it is that the President asks each Division to select two subjects which they will be willing to present at the annual meeting, and out of these twelve subjects submitted, the Executive Committee will select a sufficient number to be read and then ask for papers to be prepared on the subjects which they agree upon.

President then called for vote on motion of Mr. Davies and same was unanimously carried.

MR. ARNOLD.—I have some papers here covering transfer order issued by the Joint Car Inspector against the L. & N. Ry., in favor of the C. H. & D. Ry., for a car of old rails. Would like to have them submitted to the Standing Committee on Joint Car Inspection for a ruling.

PRESIDENT.—If no objections, all papers will be referred to the Standing Committee.

PRESIDENT.—Election of one member to the Standing Committee on Joint Car Inspection.

MR. ARNOLD.—How is the vacancy caused?

SECRETARY.—Mr. Lawler's term has expired.

MR. ARNOLD.—I move that Mr. Lawler be unanimously re-elected a member of the Standing Committee on Joint Car Inspection for another term.

Seconded and carried.

PRESIDENT.—Election of a President, Vice-President, Secretary and Treasurer for the ensuing year.

MR. ARNOLD.—I think it has been customary to refer this to a Committee of three.

MR. DAVIES.—I move you, Mr. President, that a Committee of three be appointed to present nominations for officers of this Division.

Seconded and carried.

PRESIDENT.—I will appoint Messrs. Davies, Lewis and Galloway as that Committee.

Committee was then allowed time to prepare nominations.

MR. DAVIES.—Mr. President, the Committee appointed to make nominations for officers of this Division for the ensuing year would respectfully recommend the election of Mr. Pulaski Leeds, Superintendent of Machinery, L. & N. Ry., for President. Mr. Geo. W. Lewis, Superintendent, C. & O. Ry., for Vice-President. Mr. O. G. Fetter for Secretary and Treasurer.

PRESIDENT.—You have heard the nominations; what is your pleasure?

It was moved and seconded that Mr. Arnold cast ballot for all officers as above nominated.

MR. ARNOLD.—The ballot has been cast.

PRESIDENT.—I take pleasure in announcing the election of the members as nominated by the Committee.

PRESIDENT.—In retiring I wish to thank the members of this Association for the interest they have shown in the meetings during

the past year. In electing Mr. Leeds and Mr. Lewis the Association has made no mistake.

Mr. Lewis was then called to the chair.

MR. LEWIS.—I wish to thank the members very kindly for the courtesy shown me.

MR. ARNOLD.—I move that we adjourn.

Seconded and carried. 11:45 A. M.

G. W. BENDER,  
*President.*

O. G. FETTER,  
*Secretary.*

## INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers,  
Indianapolis Division, held Saturday,  
January 9th, 1897.**

The following lines were represented:

P. C. C. & St. L. Ry.,	W. SWANSTON,	M. M.
“ “	N. C. BENNETT,	Train Master.
C. C. C. & St. L. Ry.	G. W. BENDER,	Supt.
“ “	H. F. HOUGHTON,	Asst. Supt.
“ “	G. F. DAVID,	Train Master.
“ “	J. R. CAVANAGH,	Supt. Car Service.
P. & E. Ry.,	J. W. RILEY,	Supt.
VANDALIA LINE,	J. N. LINDLEY,	Road For. of E.
L. E. & W. Ry.,	H. F. BICKELL,	Ass't Gen. Supt.
“ “	M. P. DENISTON,	Train Master.
MONON,	A. J. O'REILLY,	General Agent.
I. & V. Ry.,	M. W. MANSFIELD,	Supt.
I. U. RY.	A. A. ZION,	Supt.
I. D. & W. Ry.,	G. W. GRAVES,	Supt.

9 lines, 14 members.

Visitor, Mr. A. J. Elliott, Secretary of the Peoria Division.

The minutes of the last meeting were approved as printed.

SECRETARY.—There is no unfinished business before the house.

The following report has been received from the Committee on General Movement of Trains on Union Railway Tracks:

### “REPORT OF COMMITTEE ON GENERAL MOVEMENT OF TRAINS ON I. U. RAILWAY TRACKS.

The Committee, after several meetings and going over the ground and carefully considering the points recommended by Mr. Zion in his paper of June 6th, 1896, endorse the following:

- 1st. Interlocking Plants at Delaware, East and Liberty Sts.
- 2nd. The Vandalia should arrange to do the switching from the west end of their freight station instead of from the east end.
- 3rd. A change in the arrangement of tracks at east end of Union Station, so that in the use of shed tracks, trains will not be held or delayed in their movements, *i. e.* that the single track approach to the shed tracks be eliminated and substituted therefor a double track lead. This may be accomplished by slight change on Pogues Run girders and the use of three "slip switches."

4th. A Book of Rules should be issued, containing the rules recommended by Mr. Zion except the two clauses reading as follows:

(a) Trains and engines must clear Union Tracks at once on arrival at yards or junction points. Switching of trains on tracks or over connections at yards or junction points is positively prohibited.

(b) A standard speed at which passenger trains should run over Union Railway tracks, in order that trains of one company may not be delayed by those of another, scheduled at slower speed.

#### BELT R. R.

1st. At the P. C. C. & St. L. Junction, another track with a capacity of 50 cars, should be provided at the west connection of the south "Y," extending west on the west side of Belt main track in the direction of Fairbanks water tank. A connection should also be made between the east "Y" on the north side P. C. C. & St. L. main tracks and the east bound track at the Belt independent of the present connection.

2nd. An interlocking plant at J. M. & I. crossing.

3rd. Another track to hold 50 cars extending westward from the crossing of the Chicago Division of the Big Four located on the west side of the Belt west bound main track.

4th. Move the coal bin at Belt shops far enough to the south so that a side track north of bin to be used by engines taking coal and water, thereby keeping main track clear.

5th. An interlocking plant at the crossing of the Belt, P. & W. Rys. The tracks at this point are the most

complicated of any crossing on the Belt, and we especially recommend this interlocking plant above all others.

In conclusion, will say that the above endorsements are made solely with a view to safety and the prompt handling of business, the safety factors being especially recommended as they involve passenger trains.

We do not think this a propitious time to advocate the more extensive work which Mr. Zion outlined in his paper, although there is no doubt but that it will all have to be done some time in the future.

(Signed,) G. W. BENDER, Chairman.  
H. F. BICKELL,  
A. A. ZION."

THE CHAIR.—What will you do with the report, gentlemen?

MR. MANSFIELD.—I move the report be adopted and the Committee discharged. (Motion carried.)

MR. MANSFIELD.—In connection with that report I see that your Committee recommend interlocking with the J. M. & I. I have been working with Mr. Zion to some extent and we had in view the cutting down of the grade at J. M. & I. crossing. If we should lower the track at that point three or four feet it would enable the trains which come up the heavy grade to get over without much difficulty. There are very few trains that cross the Belt and the J. M. & I.; it is only their passenger trains, as I understand it, and it looks to me as if this was a point where we could get along without interlocking for some time.

THE CHAIR.—As mentioned in our report, we thought it was not a propitious time to take up any great improvement because the General Managers would not entertain it at present.

MR. MANSFIELD.—The cutting of the grade could be done with very small expense; it would not cost over \$500.00.

THE CHAIR.—I believe it is a good point to cut the grade.

MR. O'REILLY.—How much of a cut would it be necessary to make?

MR. MANSFIELD.—About three or four feet; the engines then would be able to pull their trains without any trouble; as it is now when they get stuck there they have to have to help each other

over, and think cutting the grade would be a cheaper method of overcoming the difficulty than putting in a interlocking,

THE CHAIR.—The interlocking would prevent the stopping of trains.

MR. MANSFIELD.—While that is true you are recommending a number of interlockings, and they will cost a large amount of money.

MR. O'REILLY.—Is the per cent. of the grade on the Belt and the J. M. & I. about the same?

MR. MANSFIELD.—Yes, about the same. The Y connections would not have to be changed.

THE CHAIR.—Is there any further discussion on that paper? If not we will have the next report.

SECRETARY.—The next report is on the subject of Pooling of Freight Car Equipment. Chairman Cavanaugh is not present and presume he is not prepared.

THE CHAIR.—I understand he is in St. Louis to-day.

SECRETARY.—The next is a paper on Reading Rooms for Employes, prepared by Mr. Lindley.

#### READING ROOMS FOR RAILROAD MEN.

“In looking over the situation with a view of determining whether or not reading rooms for railroad men are a success we find there are few if any successful reading rooms for railroad men in this country.

For example—go back to the time when the Pan Handle Shops were built at this point, when a cozy little building was erected in the park and fitted up nicely to be used as a reading room for the employes. Soon afterward it was abandoned as a reading room and used as the Train Master's office. About that time there was a nicely furnished reading room in the Pan Handle station at Logansport, which was later turned over and is now being successfully operated as a Railroad Branch of the Young Men's Christian Association. Five or six years ago the Clover Leaf employes organized a library association and club at Frankfort, Indiana, occupying three or four nicely furnished pleasant rooms in a building block near the Company's offices, the rent of which

was paid by the Company, but it was not long before they were found closed. A failure quite similar to this occurred at Garret, a division point of the B. & O. R. R. At Columbus, Indiana a reading room was organized and successfully operated about eight months, but was afterwards converted into a Railroad and City Branch of the Young Men's Christian Association. Last year a Railroad Men's Club was organized at Jeffersonville, Indiana, and it will in all probabilities cease to exist by the first of May next. The Vandalia railroad men organized a Railroad Club at Logansport, Indiana, last spring which was very successful for a short time but is now almost a thing of the past. At North LaCrosse, Wis., a club house costing about \$12,000, was erected by the Burlington Company, but was closed by the Railroad Officials something over a year after its opening, and has since remained closed, because, according to the statement of the officials, they were no longer willing to be responsible for it. At Macon, Ga., a similar plan was tried, a building being erected on a less expensive scale, but has been closed for some time, and was recently turned over to the Young Men's Christian Association for use as a railroad branch. On the Union Pacific a few years ago, Mr. Baldwin, now Vice-President of the B. & O. R. R., and other officials made faithful attempts to open club houses at the different Division points, but they were failures in each case, and were turned over to the Young Men's Christian Association for management. At Minesville, N. Y., a terminal of the Lake Champlain and Moriah railroad a \$40,000 club house was erected several years ago by those interested in the railroads and the mines. In spite of every advantage of equipment this Club has been a decided failure, and the Trustees are now considering a plan of turning it over to the Young Men's Christian Association for management.

Sometime during the year 1890 several of the Long Island railroad men, who had come in touch with the Railroad Young Men's Christian Association work in New York City, started a movement for organizing a Railroad Association at Long Island City. A request for the co-operation of the Railroad Company was sent to the President, Mr. Austin Corbin. Mr. Corbin replied that he would be very glad to furnish quarters for a Railroad Club, but

that he was not willing to have it connected with a Young Men's Christian Association. A Club was therefore formed, and the Railroad Company spent considerable money fitting up a reading room, social room, dining room, kitchen and rest rooms. Mrs. Corbin presented the club with a good library and piano. The interest in this movement gradually decreased until 1894, the Train Master and others who had been in the back of the movement, appealed to the International Committee of the Young Men's Christian Association to again bring the matter before the officials with the hope that they would consent to turning the plant over to a Young Men's Christian Association. The Train Master reported very great difficulty in keeping the men from gambling in the rooms; he also had trouble in preventing profanity, and reported that the use of the rest rooms had been discontinued. Only a few men were using the privileges, and no books were being drawn from the library; a comparative statement was prepared showing the actual use of the privileges of this Club as compared with the actual use of similar privileges at other division points, where Young Men's Christian Associations were located. One of the officials took this statement to the President, and strongly urged that as the Club House was an evident failure, the Young Men's Christian Association be given an opportunity. President Corbin finally assented to this as an experiment. The Company expended some money in re fitting the rooms and a competent Secretary was employed. President Corbin presided at the opening meeting and stated on that evening that he proposed to become a member, and assist in every way in making the organization a success. He watched this experiment closely, and regular statistical and financial reports were sent to him, and on several occasions he expressed his entire satisfaction with the results secured. Sometime during 1895, the building in which the Association quarters were located burned down, and President Corbin at once issued orders that a new building should be erected, especially for the Railroad Association.

The following is an extract from a letter written by Col. John J. McCook, one of the Receivers of the Santa Fe, to a western General Manager:

'As one of the Receivers of the Atchison property, I have had occasion to investigate the working of just such reading rooms and libraries.

In the extension of the the system under its old management the names of Directors were given to mark the Divisions, and in a number of cases the gentlemen after whom the stations were named presented a library for the use of railroad employes; and the Company in a number of cases fitted up a suitable room for a library and for a general reading room, which were usually put in charge of some old employe of the company, who had by accident or ill health been disabled from performing further duties.'

'This purely philanthropic and educational side of the work was very popular and commended itself generally to the employes, and was for quite a while very satisfactory to the officials.'

Col. McCook then goes on to explain how, when hard times came, the libraries and reading rooms were always the first things to suffer, and that they dwindled down to the principal one at Topeka, which was finally placed in charge of the Young Men's Christian Association, and is the only one still in existence on that system.

These are some of the cases where the experiment has been tried, and at each place under favorable circumstances. The uniform history of reading room experiences among railroad men seems to have been that they are very successful at first, and it would appear that a large per cent. of the failures are due to a lack of interest which is possibly brought about by the lack of effective supervision.

In looking over the annual report of the Young Men's Christian Association for the state of Indiana for last year, and the Association in this State is still in its infancy, shows a growth of educational work that is exceedingly gratifying. There were thirty educational classes in the state, including such branches as Mechanical Drawing, Architectural Drawing, Book keeping, Arithmetic, Spelling, Penmanship, English, Latin, German, Vocal Music, First Aid to the Injured, Shorthand and Civil Jurisprudence. There were 161 receptions and socials, 134 lectures, concerts and practical talks; these are what our railroad men need badly at the present time.

Those who are in close touch with train and engine men, if they have studied the question carefully, find that the majority of the men when entering the service of the company, have few if any accomplishments, and in the majority of cases have been taught by their parents from infancy that accomplishments which would make their presence in good society desired, is sinful. Very few of them have ever taken a dancing lesson, played a musical instrument or know anything whatever of music, so that as soon as they enter the service and come in contact with other train and engine men whose education and development has been likewise neglected, they readily make themselves feel at home in the saloon or other places of ill repute; and it seems that it will pay to allow them an opportunity of attending receptions, socials, lectures, concerts and practical talks.

After looking the ground over, it seems that a Railroad Company would not be justified in spending any great amount of money in reading rooms, unless they ultimately expect to develop them into Railroad Branches of the Young Men's Christian Association.

The Young Men's Christian Association has successfully solved the problem of bringing together all classes of railroad men in one organization, regardless of creed, nationality or department of service in which they may be engaged. No better illustration can be found than in the experience of the Norfolk and Western Railroad, which, with the liberal support of Mr. Sanda, who is a Roman Catholic, five Railroad Associations were formed on that one system, with a membership of 1,200, and Mr. Sanda is one of the most enthusiastic authors of this special work for railroad men. There is probably not a single instance where it can be found that such an association, properly located, and firmly supported by the Railroad Company has failed to accomplish even more than was expected by their founders, while the history of reading rooms and club houses has been one of uniform failure.

(Signed) J. M. LINDLEY."

THE CHAIR.—What will you do with the paper?

MR. ZION.—I move it be printed in the proceedings of this meeting and a vote of thanks tendered to Mr. Lindley. Motion carried.

SECRETARY.—The next in order is the discussion of Club Houses for employees in connection with the papers by Messrs. Bender and Lindley.

THE CHAIR.—We would be glad to hear from any member on the subject.

MR. SWANSTON.—Mr. Lindley's paper seems to cover the question pretty well. Our experience in the reading room at the Pan Handle Shops was very disastrous; papers were placed there which cost the men nothing, but the attendance dwindled down so there was scarcely any body seen in the room; all interest seemed to die out; there was no organization; the Company simply furnished the room and the papers; we also had papers donated from quite a number of persons. I believe the only successful way to run an institution of this kind is through the Y. M. C. A. There is talk of locating something of that character at the corner of State and Washington streets; this would be a good idea, and I think it would accommodate the C. H. & D., L. E. & W. and Pan Handle men as well or better than any place in the city, and I think it would be a good idea to establish it, but if it is undertaken it ought to be under the auspices of the Y. M. C. A.

MR. MANSFIELD.—Several years ago we had a Y. M. C. A. in the old station building, and I think our road and all the other lines contributed to its support, and upon investigation we found it had about one or two visitors in a week. It was opened up at considerable expense and did not seem to justify the expenditure and outlay.

THE CHAIR.—The trend of opinion in the papers and of the discussion so far has been in favor of Y. M. C. A. We would like to hear from some one on the other side of the matter.

MR. BENNETT.—I think the paper by Mr. Lindley is a very able one, and possibly treats from the Y. M. C. A. standpoint justly and fairly, but I must say that I will have to make an exception of the Jeffersonville reading club. I chanced to be a member of that club and I will state that the club is a little over a year old; we opened our rooms one year ago last Christmas with some 54 to 57 members, we started in debt; at the end of the year we had 104 members, had all of our debts paid and money in the treasury;

greater interest is taken in the reading room now than at first. The men have been very prompt in paying their dues. Men that I have known for 20 years and don't remember of ever seeing them on the streets in Jeffersonville where they reside except going to and from their work, will come down and sit at that club room and read the papers and play a game of crokinole, checkers, or take a bath. I don't feel that Mr. Lindley should predict the life of the Jeffersonville club will not extend beyond next May. As we are only a year old, our debts all paid and money in the treasury, and as one of the rules provides that there shall not be any political or religious discussions, I am of the opinion that we are going to pull through and will live much longer than May.

THE CHAIR.—Who have you in charge of the rooms?

MR. BENNETT.—We have a janitor whom we pay \$15.00 per month; he attends to everything around the building, keeps the bath tubs clean, checks up the linen, etc. He is on duty from 7 A. M. until 8 at night with the exception of three evenings after 6 o'clock each week.

THE CHAIR.—Who has charge of the financial and secretary work?

MR. BENNETT.—Mr. E. F. Williams is our Secretary and Mr. J. H. Monroc, Treasurer.

MR. MANSFIELD.—The men manage it themselves?

MR. BENNETT.—Yes, sir; we started out that way. I happened to be the President of that club when we organized. It was the desire to keep the management among the employes—train and yardmen, and keep the officers out of it entirely. I did all I could to further the interests of the club; at their last meeting I gave them the best talk I could and requested them to select a brakeman or fireman, or some man actively in service to preside; the result was that my friends again placed the names in nomination for president, but one of the engineers rose and made a motion that all names be withdrawn and that I be re-elected by acclamation, which was carried without a dissenting voice. When we organized I gave the men to understand that I was not their superior officer, in any sense of the word, but that we would all be

boys together, and I pride myself that we have managed it well and hope to improve right along.

MR. LINDLEY.—I am very glad indeed that the President of the Jeffersonville club is here to-day, because there seems to be a misunderstanding in regard to the matter. The information I had came from employes of the Louisville Division; their runs terminate at Jeffersonville. Of course, I would like to see the life of the Jeffersonville club prolonged, at least until September if it is possible, but I wouldn't like to say the President of the club doesn't understand what they are doing exactly. All railroad clubs are successful the first year, but I think about the time the blue birds begin to sing they will not find anybody in the Jeffersonville club; no doubt Mr. Bennett understands the situation better than the men do. I referred in my paper to the club at Logansport which is now 8 months old. A friend of mine dropped in there one evening last week; he saw the rooms were lighted; they have three rooms and a bath room. In the front room was a table with a deck of cards on it, nobody there; in the second room another table with a deck of cards and nobody there; in the third room another table with a deck of cards, a few books, but no daily papers, and nobody there. The bath room was dark. So I made a statement in my paper that the Logansport club is almost a thing of the past, and in conversation with some of the Logansport employes of the Vandalia Road, I find they are of the same opinion.

MR. O'REILLY.—Well, there is exception to all general rules; the Jeffersonville club may be an exception to the general rule.

MR. BENNETT.—I don't care to go on record in opposition to Y. M. C. A. matters at all for I am in favor of it. But I don't think that the time has yet arrived to consolidate the Reading Room Club with the Y. M. C. A.

MR. LINDLEY —This is a very important subject. In the first place the question among railroad companies is, will it pay to invest money in reading rooms of railroad branches of the Y. M. C. A., and if we do invest money, what is the necessity for it? To illustrate take two young fellows and bring them up, one on the railroad and one in some other business or profession and see the different routes they take. Now for example, I will say that 23

years ago Mr. Bennett and I were young fellows, had gone to school together, were equal physically and mentally, which would be necessary in order for us to associate together with any degree of satisfaction; a time comes that we select a calling to follow through life. Now my father is an engineer and I know more about railroading than anything else, so I wanted to be a railroad man. We will say for the sake of argument, that Mr. Bennett's father is a lawyer and he knows more about law than anything else, so he was under the impression that he wanted to be a lawyer. We will start him at first in a law office as student, they give him \$5.00 a month; soon after he starts in he finds the firm for which he is working are highly educated men; and in order to become a lawyer he finds he must study diligently; he loses no opportunity in attending libraries both public and otherwise; the chances are that if there is a Y. M. C. A. in the city, he will be a member on account of its different classes, gymnasium and bath room, which is not very expensive and his salary not very large; if you follow him along about 12 years you will find him possibly a successful lawyer following in the footsteps of the firm with which he is connected. In the meantime I went to braking on the road; when I entered the service I came in contact with brakemen and conductors and found I had a better education than they and that it would not be necessary for me to study any more; I never expect to be anything but brakeman or conductor at the best; I simply mingle with these fellows as I find them. At the end of the trip we went to a saloon, possibly the first I ever was in in my life, and there is where we learn to play Pedro, &c. Well, it will cost about \$7.00 to \$12.00 per month on the average to learn to play pool and other similar games. An average young man will continue on the road for about 12 years, then you promote him to passenger trainman; that is the first time he has come in contact or touch with the public. When he comes in contact with the public he will possibly meet his old chum, who commenced to study law. Then they size each other up and find that they are entirely different individuals; one has progressed and the other has degenerated. Now the degenerated man is the representative of the railroad company that is trying to serve the public better than the competi-

tors of his Company ; they have just promoted a man who has been degenerating for past 12 years. The young lawyer and the brakeman don't associate together any more ; they dress different, their habits are no longer congenial, they go in different society. The question arises, will it pay the Railroad Company to keep the railroad man from degenerating. Of course, the standard now is higher than 22 years ago, but the standard of lawyers has also advanced. In the paper just read, I referred to accomplishments of railroad men ; that is a radical statement I make in my paper unless you understand the circumstances. Now we will take this same brakeman, and will assume that his mother is a Methodist, that is a Christian woman and she hears sermons almost every Sunday that are against dancing, card playing, races, &c., and is trying to teach her son how sinful these things are, and he follows her advice, that is so long as he is young and remains at home. When he falls in with the railroad men he does as they do for he can not do anything else; that is he has not been associated with any body in particular because he has never been able to dance so he don't go to dances; he never learned to play cards, consequently he never attended card parties; on leaving home his first associates are a lot of railroad men and the majority are like himself; when they walk into a bar room the bar tender does his best to treat them nicely, and they possibly feel more at home there than any place they have gone. I believe that the railroad company could afford to spend almost as much money in taking care of their employes as they do in taking care of their engines.

THE CHAIR.—If no further remarks, as Mr. Cavanagh is now present, he may have something to say in connection with the proposed Pooling of Freight Car Equipment.

MR. CAVANAGH.—Referring to the matter of "car pool", your Committee has been unable to get together owing to the absence of one or more of the members of the Committee from the city when each meeting has been called. I will state, for the information of the Division, that the Peoria Association passed a resolution at their last meeting that the 'pooling of equipment at the present time is impossible.' The subject was discussed before the St. Louis Railway Club yesterday (at which I was present) and at

least 90 per cent of those present were against the pooling of equipment. Notwithstanding the preponderance of opinion that seems to be against me on the question, I am satisfied that the railway equipment of this country will be pooled, either by districts or in general before many years, as the tendency of the times is toward centralization and the railroads have got to co-operate in order to curtail the waste under the present conditions.

Five years ago no person thought that in 1896 our present Joint Traffic Association would be in full operation, and even two years ago any one who would dare to suggest the existence of our present Western Traffic Association, even stronger than the Joint Traffic Association, would have no trouble in getting almost any Committee of railroad men to adjudge him insane. And so it is with all new ideas; they have got to work their way against prevailing customs. I presume the majority of the Committee even will be against me on the subject. I recommend that the Committee be given more time as we will then have the proceedings of the St. Louis Railway Club.

MR. ZION.—I move the Committee be given more time.

Motion carried.

SECRETARY.—The next is discussion of a standard for employees in connection with Mr. Raidy's paper as read at the last meeting.

THE CHAIR.—It might be well to pass that subject until Mr. Raidy is present and if there is no objection the discussion will go over to the next meeting. Report of Standing Committees. -

TO THE OFFICERS AND MEMBERS OF THE CENTRAL ASSOCIATION OF  
RAILROAD OFFICERS, INDIANAPOLIS DIVISION.

Waste removed from Oil Boxes of Burton Stock Car 602, L. N. A.  
& C. Ry. vs. I. U. Ry.

Your Standing Committee to whom was referred the papers in the above controversy find that Burton Stock Car 602 was delivered to the I. U. Ry. by L. N. A. & C. Ry., 11-6-96 and returned by the I. U. Ry. to the L. N. A. & C. Ry., 11-9-96; that the Inspector's report shows the oil boxes were properly packed when delivered to the Belt Ry. and were empty when the car was returned.

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Their report also shows that the brasses and journals were o. k. when the car was returned. No demand was made for a defect card until 11-17-96 or about a week after it had been returned by the Belt. From the papers we learn that the journals of this car were hot at Frankfort and that it was not until after this had developed that the question of asking a card from the I. U. Ry. was considered. This fact indicates to your Committee that the poor work of the L. N. A. & C. Ry. Inspectors was the cause of the hot boxes at Frankfort and not the condition in which the car was delivered by the Belt.

Your Committee are of the opinion that the I. U. Ry. should not be held responsible in this case, and would repeat the decision reached in Case No. 12 found on page 629 of the proceedings of this Association in December 1895. 'As the Belt have no Inspectors and are not required to inspect cars, it is the opinion of the Committee that roads using the Belt Ry. for the transfer of cars, should use great care in the inspection of cars and be able to prove that the Belt did the damage they claim. As the proof is not clear in this case, the Committee decide that the Belt should not be required to give a card for the defects on this car.'

Your Committee are also of the opinion that the I. U. Ry. is a switching road, and comes under the M. C. B. Rule No. 5, Section 25, as defined in Circular No. 3, by the Arbitration Committee December 16th, 1896, that as a switching road they can only be held responsible for the damage done while the car is in their possession, and that it is not in their possession when on the side track at the Stock Yards.

(Signed) WM SWANSTON, *Chairman.*

GEO. H. GRAVES,

M. W. MANSFIELD,

O. E. RAIDY,

I. W. KURTZ, *Committee.*

P. S.—Mr. Zion, being interested in the case is not a party to the decision.

THE CHAIR.—What action will be taken?

Mr. MANSFIELD.—I move its adoption. Carried.

The Standing Committee advised that we had nothing to submit at this meeting.

MR. MANSFIELD.—I would like to recommend for members in this Association, Mr. Sherman May, Superintendent of Richmond Division of the P. C. C. & St. L. Ry.

THE SECRETARY.—The present constitution was interpreted admit any member connected with the road or company.

MR. BICKELL.—I would like to propose for membership J. B. Thomas, Train Master, located at Muncie.

On motion the two gentlemen named were unanimously elected members.

No further business appearing the meeting adjourned.

G. W. BENDER,

*Vice-President.*

G. B. STAATS,

*Secretary*

## COLUMBUS DIVISION.

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**Annual Meeting of the Columbus Division of the Central Association  
of Railroad Officers, held in the Ruggery Building, Columbus,  
Ohio, Wednesday, January 13th, 1897.**

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Vice-President Connors in the chair.

The following lines were represented:

B. & O. R. R. ....	MR. J. H. GLOVER.
C. H. V. & T. Ry .....	{ MR. M. S. CONNORS. MR. T. R. LIMER. MR. R. S. QUIGLEY.
C. C. C. & St. L. Ry .....	MR. J. A. KEEGAN.
C. H. & D. R. R. ....	MR. J. A. GORDON.
C. S. & H. R. R. ....	MR. C. L. GARDNER.
P. C. C. & St. L. Ry. ....	*MR. J. F. MILLER.
T. & O. C. Ry. ....	{ MR. T. F. WHITTELSEY. MR. H. C. FERRIS.

Represented by Mr. J. H. Schwartz.

On motion, the reading of the minutes of previous meeting as dispensed with.

On the subject of extra switching at Columbus, the Secretary reported that all lines having terminals at Columbus voted on the resolution presented at a previous meeting, in connection with the handling of cars once placed for unloading, and the amendment of the resolution in regard to having the charge for extra switching not less than \$1.00 per car," in favor of its being adopted.

The subject of organizing a railroad club at Columbus was discussed, and it was the sense of the meeting that no action be taken at this time. A motion made by Mr. Gordon, that the subject be tabled, was seconded and carried.

The Secretary read the minutes of the meeting of the Yard Masters' Association for the month of December, which were accepted and ordered filed.

The report of the Car Foremen's Association was read by the Secretary, and accepted and ordered filed.

Mr. J. F. Miller, suggested the following topics as subjects for a paper to be presented by this division at the annual meeting of the Central Association of Railroad Officers:

1. The advantage of tonnage rating of trains.
2. Overtime.

The suggestions were approved by the meeting, and the Secretary was directed to so notify President Johnson through the Secretary of the Central Association.

On motion of Mr. Keegan, duly seconded, Mr. M. D. Schaff, Train Master, C. C. C. & St. L. Ry., was elected to membership in this division.

The next business in order was the election of officers for the ensuing year. Upon call for nominations for the various offices in the order as given below, nominations were made as follows:

For President,	Mr. M. S. Connors.
" First Vice-President,	Mr. H. C. Ferris.
" Second " "	Mr. T. J. English.
" Secretary,	Mr. J. H. Schwartz.
" Treasurer,	Mr. J. D. Berry.

On motion of Mr. Limer, duly seconded, as to respective nominations, the Secretary was directed to cast the ballot of the division in favor of the nominees, and they were declared duly elected.

Members for the Executive Committee were nominated as follows:

Short term:—Mr. T. F. Whittelsey.
Mr. J. H. Glover.
Long term:—Mr. G. L. Peck.
Mr. C. L. Gardner.

The matter of appointing the Executive Committee of the Columbus Car Service Association was postponed until the next

meeting, when it will be necessary to change the constitution and by-laws of that association to conform to the constitution of the Central Association as to the number of members composing it.

The bill of the Central Association of Railroad Officers against the Columbus Division for December expenses, amount \$11.78, was accepted and ordered paid.

There being no further business, the meeting adjourned.

J. H. SCHWARTZ,

*Secretary.*

M. S. CONNORS,

*Vice-President.*

## TOLEDO DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers,  
Toledo Division, held Monday, January 11th, 1897.**

Meeting called to order at 1:30 P. M. by President Mills.

The following lines were represented:

L. S. & M. S. Ry.,	MR. L. E. JOHNSON,	Supt.
M. C. R. R.,	MR. D. S. SUTHERLAND,	Supt.
C. H. & D. Ry.	MR. S. B. FLOETER,	Supt.
Penna. Co.	MR. W. H. POTTER,	Supt.
T. & O. C. Ry.	MR. T. F. WHITTELEY,	Gen'l Supt.
T. St. L. & K. C. R. R.	MR. A. L. MILLS,	Gen'l Supt.
W. & L. E. Ry.	MR. R. BLICKENSDECKER,	Gen'l Supt.
" "	MR. F. J. STOUT,	Supt.
C. H. V. & T. Ry.	MR. M. S. CONNORS,	Supt.
C. J. & M. Ry,	MR. J. B. FLANDERS,	Supt.
Ann Arbor R. R. Co.	MR. M. D. FOHEY,	Trainmaster.
F. & P. M. R. R.	MR. W. D. TRUMP,	Act. Gen'l Supt.
" "	MR. F. B. GAGE,	Trainmaster.

The President was handed a message from Mr. R. B. Turner, Gen'l Supt. of the C. H. & D. Ry., expressing regret that he found it impossible to be present at the meeting.

The reading of minutes of December meeting was, on motion, dispensed with.

### COMMUNICATIONS.

FLINT & PERE MARQUETTE RAILROAD CO.

SAGINAW, MICH., Dec. 30th, 1896.

MR. WM. GROGAN,

Toledo, Ohio.

Dear Sir:

I regret that a change of residence makes it necessary for me

to resign the position on Car Service Committee to which I was elected at the December meeting.

Yours truly,

(Signed) W. F. POTTER.

TOLEDO, OHIO, Jan. 8th, 1897.

MR. WM. GROGAN,

Secy. Central Association,

Toledo, Ohio,

Dear Sir:

Will the railways in the city agree upon a uniform hour, say 7:00 A. M., Standard, for opening freight houses? This will in a measure overcome the later hour for closing at night. Please see what is thought of this and advise. This from February 1st.

Yours truly,

(Signed) FRANK JANES,

*Agent Penna. Co. and C. H. V. & T. Ry.*

Mr. Whittelsey reported as subjects for papers to be read at the next Annual Meeting of the Central Association, "The Economic Train Load" and "Discipline."

On motion of Mr. Johnson, the Secretary was directed to purchase a copy of Roberts' Rules of Order.

Letter ballot on question of changing the hour of meeting from 11:00 A. M. to 1:30 P. M.

The L. S. & M. S. Ry., C. H. & D. Ry., Penna. Co., Ann Arbor R. R. Co., W. & L. E. Ry., T. & O. C. Ry., T. St. L. & K. C. R. R., C. H. V. & T. Ry., C. J. & M. Ry. and F. & P. M. R. R., voted in favor of change. The M. C. R. R. was satisfied with 11:00 A. M., but if majority favored 1:30 P. M., that hour would be agreeable. The Wabash was satisfied with 11:00 A. M., but day did not suit.

MR. FLANDERS.—I think the date of the meeting is pretty near arbitrary. In fixing up the days of meeting for the different Divisions of the Association, the matter was gone into pretty thoroughly. Mr. Whittelsey can possibly give us some light on this matter.

MR. WHITTESEY.—The day is the one chosen by the old Toledo Association. It happened to be that time in the month

when the Secretary was able to get our reports in on time to come out with the other Divisions. I might also add that in fixing the days for the meeting of different Divisions, it was the idea not to hold the meeting of any two of them on the same day, as certain representatives are members of two or more Divisions and would like to attend the meetings of the different Divisions of which they are members.

The day and hour suits eleven-twelfths of the representatives and I think when Mr. Gould is advised of the vote, that he will try and arrange to be represented at the meetings.

MR. POTTER.—The Rules of Order specify that 11:00 A. M. will be the hour of meeting. Will not we have to amend them to read 1:30 P. M., and would not this require a month's notice?

The President decided that the requirements of the Rules of Order had been complied with, notice of proposed change having been given at December meeting, and declared the motion changing the hour of meeting to 1:30 P. M. carried.

#### TOLEDO BELT BILL NO. 2482.

Mr. Sutherland brought up the matter of Toledo Belt Bill No. 2482, in dispute between the M. C. R. R. and T. & O. C. Ry.

After considerable discussion, it was on motion, decided to submit the papers in this case to a Committee for arbitration, both parties at interest agreeing to same.

The President named the following gentlemen as the Committee: Messrs. Johnson, Floeter and Stout.

#### VACANCY OF CAR SERVICE COMMITTEE.

On motion of Mr. Connors, Mr. W. D. Trump was unanimously chosen to fill vacancy caused by the resignation of Mr. W. F. Potter.

#### HOOR OF OPENING FREIGHT HOUSES TO THE PUBLIC IN THE MORNING.

MR. WHITTELEY.—I move that a letter ballot be taken of all roads, members of this Division to the effect that freight houses at Toledo, be not opened to the public prior to 7:00 A. M., Standard Time.

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Seconded by Mr. Fohey and carried without a dissenting vote.

On motion, the Central Association of Railroad Officers adjourned to meet Monday, February 8th, at 1:30 P. M.

CAR SERVICE ASSOCIATION MEETING.

MR. ROBERT BLICKENSBERGER,

Chairman.

The Chair explained that he wished to call attention to the excessive charges the road he represents was obliged to bear of the Toledo Car Service Association expenses, and said that he felt they were entitled to some relief, and that he had the Manager draw up several plans for division of the expenses, any of which, in his judgment, would be more equitable than the present one.

The Secretary read the plans as submitted, and after a short discussion, it was on motion of Mr. Mills, decided to submit the whole matter to a Committee.

The Chair named as the Committee, Messrs. Mills, Johnson, Whittelsey, Flanders and Connors.

On motion, adjourned.

A. L. MILLS,

*President.*

WM. GROGAN,

*Secretary.*

## PEORIA DIVISION.

Proceedings of the regular Monthly Meeting of the Central Association of  
Railroad Officers, Peoria Division, held in Room 27 Union Depot,  
Peoria, Ill., Tuesday, January 12th, 1897.

Meeting called to order at 10:00 A. M.

President Tompkins in the chair.

The following lines were represented:

ROADS.		REPRESENTATIVES.
P. & P. U. Ry.,		F. L. TOMPKINS, Supt.
"		W. E. BELL, Ass't Supt.
T. P. & W. Ry.		E. N. ARMSTRONG, Gen'l Supt.
C. C. C. & St. L. Ry.		J. W. RILEY, Supt.
"	"	C. A. PAQUETTE, Engr. M. of W.
P. D. & E. Ry.		*R. B. STARBUCK, Gen'l Supt.
T. H. & I. R. R.		B. McKEEN, Supt.
Iowa Central Ry.		C. W. HUNTINGTON, Gen'l Supt.
L. E. & W. Ry.		H. F. BICKELL, Ass't Gen'l Supt.
"	"	H. A. BOOMER, Supt.
R. I. & P. Ry.		H. S. CABLE, Vice-Pres't.
"	"	H. P. GREENOUGH, Supt.
C. R. & I. P. Ry.		C. L. NICHOLS, Supt.
C. B. & Q. R. R.		W. B. THROOP, Supt.

Ten Roads.

Fourteen Representatives.

\*Represented by Mr. A. J. Elliott.

PRESIDENT.—As the minutes of the December meeting have been printed and all have copies, we will dispense with their reading unless there is objection.

Our first matter on the call is report of Committee on "Charge for Use of Cars from One Industry to Another in Peoria".  
J. W. Riley, Chairman.

MR. RILEY.—We will have to ask for further time. Our attorneys have been so busy they have not had time to get into this matter.

MR. ARMSTRONG.—I notice the St. Louis Division has had this subject up. I would like to have the Secretary read the portion of the St. Louis Division's Proceedings referring to this matter.

Secretary then read from pages 785 to 789 of the December Proceedings.

MR. RILEY.—The switching charge here is only \$1.50 is it not?

PRESIDENT.—We have no switching charge over \$1.50 a car.

MR. ARMSTRONG.—I should like to ask if the P. & P. U. are represented on this Committee. I think they should be.

SECRETARY.—The Committee is composed of Messrs. Riley, Nichols and Starbuck.

MR. ARMSTRONG.—The P. & P. U. might consult their legal department and see if they can not collect for the owners of the cars and turn the money over to us. If the Committee on the advice of their attorneys, decide that this can be done, the P. & P. U. attorneys may turn the whole thing down and say it can't be done.

MR. NICHOLS.—I should like to ask the Chairman of the Committee if he has heard from other members and what shape the matter is in. I took it up with our General Attorney and cited an instance of an industry on our line loading to an industry on your line, and asked if we could assess a charge as rental for the car. He said "No".

MR. RILEY.—I have heard from several members, and have as many different opinions as I have replies. That is why we are going slow. We at first thought we could assess the charge. Some attorneys say we cannot. We have to take time to get through and see where we stand. It would be of no benefit to pass a resolution until the legal status is settled. Mr. Nichol's legal department coincides with ours.

PRESIDENT.—I will say so far as the P. & P. U. are concerned, we are perfectly willing to co-operate and see our attorneys. We could not collect the amount as an additional switching charge.

Cars are not in our possession, we can not do as the Q. and Rock Island do when cars are in their possession.

MR. ARMSTRONG.—This point occurs to me. You don't own a box car to do this business with. When any industry asks you for a car to load to another industry, you can say "we have none". They might say to you borrow one and we will pay for it. Suppose the tenant lines agree (in a certain sense the cars are in your possession) and say to you, you must not use any car of ours unless you pay for it. If you use a car we must have \$1.00 for it. We own, to all intents and purposes, all cars which we bring in. I don't see if you borrow a car why you can't give us the money for its use.

PRESIDENT.—That is just the point I had in mind. The roads bringing in cars have notified us not to use cars for drayage purposes. We have then notified the industry and they secured the owner's consent. We then performed the switching service. I think it might be well for our Committee to work in connection with the St. Louis Committee. Both are looking into the legal questions.

MR. RILEY.—There may be some local conditions here not encountered at St. Louis.

PRESIDENT.—I think the conditions as to the use of cars is practically the same as at both places. I should like to ask Mr. Throop if that is not true.

MR. THROOP.—I should say there was no difference in the principle.

MR. ARMSTRONG.—The question is between the P. & P. U. and the people who want a dray. Under Railroad Warehouse Commissioner's Rules you make a charge for switching which covers the car. You have a horse but no dray, you must borrow a dray. Suppose the Railroad Commissioner's Tariff covers the case of a man who has a dray and a horse and another man has to hire a dray and add to his charge accordingly. Does the \$1.50 reach the limit?

MR. NICHOLS.—The point Mr. Armstrong brings up, I cited to our attorneys; both cases; one of a switching charge only, another where we complied strictly with Railroad Commissioner's

Distance Tariff which we put in to do away with drayage in Peoria. If a man orders a car for a dray we apply our regular tariff per hundred pounds, and this virtually prohibits the drayage business. I asked attorney for a ruling and he stated that in both cases the charge included rental for the car.

MR. THROOP.—Are we charging now the maximum switching charge under Railroad Commissioner's ruling.

SECRETARY.—The Illinois Commissioner's rule 21 reads as follows:

"The reasonable maximum rate for switching loaded cars for distance not exceeding three (3) miles shall be Two Dollars (\$2.00) per car. Switching includes the hauling of loaded cars from the station yards, side tracks, elevators or warehouses to the junction of other railroads when not billed from stations on its own road to said junctions, and from junction of other railroads to the stations, side tracks, elevators and warehouses situated on the tracks owned or controlled by the railroad company doing said switching, it is that transfer charge ordinarily made for moving loaded cars for short distances for which no regular way-bill is made, and which do not move between two regularly established stations on the same road."

PRESIDENT.—If there is no further discussion the Committee will be granted further time.

SECRETARY.—Mr. Riley sent me the attached rules adopted at Chicago, with the request that the question of adopting similar rules for application at Peoria be considered.

RULES RECOMMENDED BY THE COMMITTEE APPOINTED TO LOOK INTO  
THE QUESTION OF RETURN OF EMPTY CARS AT CHICAGO,  
AND APPROVED BY GENERAL SUPERINTENDENTS'  
ASSOCIATION TO BE EFFECTIVE NOVEM-  
BER 1st, 1896.

FIRST.—Empty cars belonging to roads terminating in Chicago shall be returned direct to the owners. The initials of the cars shall be proof of ownership. No other marking or carding will be required or observed. Cars of various initials belonging to the same system shall be included in the above.

**SECOND.**—Cars belonging to roads that do not center in Chicago must be carded by the line making the loaded delivery for return of them, or for delivery to that road which is the proper home route. A uniform card for this purpose should be used, and besides containing the initial of the road issuing the card, it should read: "Return this car when empty to——R. R., or load it for home."

**THIRD.**—Exceptions to the above two articles should be made where the return of such cars would entail an increase trackage charge, in which case the car shall be delivered to the road from which it was received, unless special agreement be made between the roads interested.

**FOURTH.**—Cars shall be received, or accepted, under existing Master Car Builders' Rules.

The following letter was read:

MATTOON, ILL., January 8th, 1897.

MR. A. J. ELLIOTT,  
Manager Ill. Car Service Ass'n,  
Peoria, Ill.

Dear Sir:

I now expect to be in Evansville on Tuesday of next week, therefore shall probably not be able to attend the Superintendents' meeting Tuesday. Will you kindly represent this Company in the meeting, in so far as relates to voting on certain rules in regard to the return of empty cars to connecting lines; we see no objection to the rules recommended to apply in Chicago, therefore you will please cast our vote in the affirmative. In regard to the charge for use of cars in transportation of commodities from one industry to another in Peoria, I am not prepared at this time to state just what position we would take in the premises, neither have I been advised whether we could legally make such a charge; it seems to me that this can be done, if not in strict conformity with law, it might be arranged by special agreement with the parties interested; it is an accomodation, of course, to the different industries to be supplied with these equipments, but as the tenant lines are supposed to control their own equipments in Peoria the P. & P. U. would, of course, recognize any instruction or orders given by tenant lines in regard to using their equipment for this purpose or

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otherwise, therefore, it occurs to me, that if the different industries were unwilling to pay a reasonable amount for the use of these equipments, I see no reasons why it should not be withheld from this service; there may be some things in connection with this, that do not occur to me at the present time, and I merely submit these thoughts for consideration of the Superintendents present.

Very truly,

R. B. STARBUCK,

PRESIDENT.—I don't see that the P. & P. U. are interested in this matter; it is here however for the other roads to discuss. I should like to hear from Mr. Riley, as the matter came from him.

MR. RILEY.—I sent this to the Secretary simply to get an expression from the members. Practically we are working under the same rules now. It resolves itself into this: whether we shall take cars here or at the point of delivery.

MR. THROOP.—These rules are practically what we have used for a number of years, we use a small star card one and one-half inches by one inch, reading "Received from——at——."

MR. ARMSTRONG.—I should like to ask a question as to the custom of the P. & P. U. All cars are carded showing practical ownership of cars here?

PRESIDENT.—Yes, sir.

MR. ARMSTRONG.—That covers the second point as to the different roads concerned. As to the first point, between ourselves and the Vandalia, we have had an agreement for years to turn over to each other our own cars whenever they reach Peoria. Suppose we adopted this resolution, would it cover line cars? We call Union Lines not Vandalia. I would like to offer the first rule just as it reads, with the understanding that it does not include line cars.

MR. McKEEN.—It seems to me a T. H. & I. Union Line is properly a T. H. & I. car. If not a T. H. & I. U. L. then that is another thing. We are properly both of us part of the Pennsylvania system.

MR. ARMSTRONG.—Line cars are considered not properly road cars. It is not fair for us to haul a T. H. & I. U. L. empty from Effner and give it to you, or you from Terre Haute and give it to

us. We have no cars in any line except the Canadian Southern Line, and mileage is reported to C. S. L., while the Union Line mileage is reported to the owner of the car.

MR. HUNTINGTON.—This seems to me to be a matter belonging properly to the Car Service Agent, and unless it is shown that an emergency has called up this question, I suggest that it be laid on the table.

MR. BICKELL.—I agree with Mr. Huntington. I can't see the object of the rules under discussion.

MR. RILEY.—I second Mr. Armstrong's motion to adopt rule one.

MR. ARMSTRONG.—I would like to answer Mr. Huntington. Suppose we get an Iowa Central car at Effner and haul it into Peoria, under the rules we could load that car back to Philadelphia.

MR. HUNTINGTON.—I do not think this matter is within our province, some of us here have not the authority to take action.

MR. ARMSTRONG.—As the motion can't carry except by unanimous vote, I think it need not be pressed. We get cars loaded at Chicago and could deliver them to the owners here. Some of our cars have been on the Fall Brook road for more than a year, and we are trying to get the cars back.

MR. HUNTINGTON.—This subject, as a whole, had radical treatment at the New Orleans meeting.

MR. ARMSTRONG.—That was general. Now I want to agree with you that if you have my cars and I have yours, we will turn them over to each other here. Our similar agreement with the Van. has resulted in getting many of our cars home. It is not the broad subject we are discussing, but the yards at Peoria, simply agree to turn over cars to each other here.

MR. BICKELL.—I don't want to be understood as opposing these rules, I do not see any particular advantage or occasion for them at the present time, don't think we are having any trouble, if we are, and this will remedy this trouble, I am ready to favor the proposition.

MR. THROOP.—How would it effect our interchange at particular junction points. Suppose you offer us a Burlington Route

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car which you received at Burlington. We do not want it here but tell you to send it to Burlington.

MR. ARMSTRONG.—How would it do to add, unless owners of cars prefer to have them returned at the receiving junction point.

MR. THROOP.—I have no objection to putting in writing what we are doing so long as it is left optional whether we receive other than at delivering point.

MR. HUNTINGTON.—My name is not Holman, I think the question pretty broad to tackle on short notice. The Iowa Central have less risk in taking action without consulting the Car Service Agent on the subject, but if it is deemed of sufficient importance to be referred by the President to a committee we shall report with a preamble outlining the evils experienced and give us a resolution on the subject, and let us be prepared to act upon it, I shall not object. I don't think the matter is before us in the regular way. The committee can give us more light.

PRESIDENT.—Do you offer that as a motion?

MR. HUNTINGTON.—Yes; I will make that motion.

Seconded by Mr. Throop and carried.

The Chair appointed Messrs. Riley, Huntington, and Armstrong as such Committee.

A communication from the Peoria Master Mechanics' Association was presented, asking for the use of the furniture purchased by this Association for the Peoria Car Department Club.

MR. ARMSTRONG.—I move that the furniture be turned over to the Master Mechanics' Association for their use to be returned to this Association at such time as the Master Mechanics have no further use for it.

Seconded by Mr. Nichols and carried.

MR. RILEY.—I do not see anything in our proceedings regarding admittance of "Engineers of Maintenance of Way" to membership.

CHAIRMAN.—Under the rules recently adopted they are not named as eligible.

MR. RILEY.—I move the rules of order be so changed as to admit the Engineers of Maintenance of Way to membership of this division.

PRESIDENT.—For the P. & P. U. I should like to second that motion. I am heartily in favor of it.

MR. THROOP.—I would like to inquire what that will cover, Road Masters? A great many roads have no such position as Engineers Maintenance of Way. We have no such officers.

PRESIDENT.—Mr. Paquette is here, perhaps he will explain.

MR. PAQUETTE.—On our road, Engineer Maintenance of Way is practically Chief Engineer, in charge of all construction, all contracts and reports to the Superintendent. Their duties are general supervision over the Road Masters, "Superintendents Buildings and Bridges," taking care of all engineering work and practically caring for the permanent way of the road.

MR. ARMSTRONG.—How about Chief Engineers?

MR. McKEEN.—It is customary where roads have Engineers Maintenance of Way to have a Chief Engineer to whom construction work is referred. Engineers Maintenance of Way have under them Supervisors or Road Masters. Engineers Maintenance of Way come direct from the engineering corps. The title conveys different ideas on different roads. It depends largely on the man. The Vandalia have had Engineers Maintenance of Way with just as much authority as Chief Engineers in charge of construction, bridges, masonry, etc. On the Pennsylvania system, Engineers Maintenance of Way report to the Chief Engineer.

MR. ARMSTRONG.—I only raised the question as it seemed to be rather slighting Chief Engineers.

Amendment accepted by the mover of the motion.

MR. THROOP.—We have Division Engineers and in that case I do not know why they should not be included.

MR. ARMSTRONG.—Let the resolution include Chief Engineers, Engineers Maintenance of Way or Division Engineers.

PRESIDENT.—The vote at our February meeting will then be on an amendment to Article 13, inserting after the word "Train Master" the words "Chief Engineer, Engineer Maintenance of Way or Division Engineer." This under the rules will lay over for action until our next meeting.

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MR. NICHOLS.—Mr. Conlon, our Assistant Superintendent, has resigned, I presume the usual course will be gone through.

MR. ARMSTRONG.—I move that Mr. Conlon be elected an **honorary member** of this Division.

Seconded by Mr. Huntington and carried.

Adjourned at 12 M.

F. L. TOMPKINS,  
*President.*

A. J. ELLIOTT,  
*Secretary.*

## ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division,  
Central Association of Railroad Officers, held at Union  
Station, St. Louis, Mo., Friday, January 8th, 1897.

Meeting called to order at 11:20 A. M., with President  
Besler in the chair.

The following lines were represented:

B. & O. S. W. R. R.	MR. H. C. BARNARD,	Ass't Supt.
" "	MR. I. L. BURLINGAME,	Train Master.
C. C. C. & St. L. Ry.,	MR. J. R. CAVANAGH,	Supt. Car Ser.
C. B. & Q. R. R.	MR. W. G. BESLER,	Supt.
" "	MR. C. W. ECKERSON,	Master Mech.
C. P. & St. L. R. R. of Ill.,	MR. H. S. REARDEN,	Supt.
L. & N. R. R.	MR. W. S. MCCHESENEY, Jr.	Supt. Terms.
Mo. Pac. Ry.	MR. J. F. JONES,	Supt. Terms.
M. & O. R. R.	MR. H. W. CLARKE,	Supt.
M. K. & T. Ry.	MR. W. B. LYONS,	Supt.
St. L. K. & N. W. R. R.,	MR. HENRY MILLER,	Ass't Supt.
" "	MR. A. T. PERKINS,	Agent.
St. L. P. & N. R. R.	MR. L. S. GRAVES,	Supt.
St. L. Transfer Co.,	MR. W. G. BESLER,	
T. R. R. A. of St. L.	MR. EDW. DUNLOP,	Supt.
" "	MR. J. W. TAYLOR,	Eng. M. of W.
" "	MR. H. M. SMITH,	Master Mech.
" "	MR. F. X. ROEDERER,	Agent.
" "	MR. C. J. WENDLING,	Gen. Yard Mas.
T. St. L. & K. C. R. R.,	MR. A. L. MILLS,	Gen. Supt.
" "	MR. L. T. WESTRICH,	Supt.
Wabash Railroad,	MR. W. A. GARRETT,	Supt.
" "	MR. C. B. ADAMS,	Supt. Car Ser.
" "	MR. W. D. DANLEY,	Chief Disp'r.
" "	MR. J. LAUGHLIN,	Train Master.
" "	MR. J. A. ROEDERER,	Agent.
" "	MR. C. O. EAMES,	Supt. Spec. Ser.
Wiggins' Ferry Co.	MR. J. J. BAULCH,	G. F. A.

Visitor, W. M. Prall, Manager St. Louis Car Service Association.

PRESIDENT.—We have with us to-day a number of the members of the Superintendents' Association of Kansas City, Mo.,

Mr. B. S. Josselyn, General Manager, K. C. O. & S.,

Mr. W. K. Morley, General Supt., K. C. P. & G.,

Mr. A. T. Palmer, Supt., Union Pacific,

Mr. W. J. Lawrence, Supt., C. R. I. & P.,

Mr. Jas. R. Blair, Supt. Terminals, C. R. I. & P.,

Mr. J. Richardson, General Foreman, Burlington Route,

Mr. E. J. Banford, Chief Joint Inspector,

Mr. U. B. Darnell, Agent, Wabash Railroad,

and also Mr. W. M. Mitchell, Manager of the St. L. K. C. & C. R. R. of this city, and I am glad to see that he is with us to-day.

On behalf of the St. Louis Division of the Central Association of Railroad Officers, I wish to extend to our honored visitors a hearty and cordial greeting to our meeting, and I hope that they will feel entirely free and at home here.

#### READING OF MINUTES.

PRESIDENT.—As the minutes of the last meeting have been printed and distributed among the members for some time, it has been customary, if there are no objections, to dispense with their reading, which we will do to-day.

#### UNFINISHED BUSINESS.

SECRETARY.—We have no unfinished business.

#### READING OF CORRESPONDENCE.

SECRETARY.—We have no correspondence.

#### REPORTS FROM COMMITTEES.

SECRETARY.—We are to hear from Mr. Adams, of the Committee on Freight Car Pooling.

MR. ADAMS.—The Committee requests further time.

PRESIDENT.—You have heard the report of the Committee, asking for further time; what is your pleasure in the matter gentlemen?

MR. MCCHESENEY.—I move that the time be extended.  
Seconded; carried.

SECRETARY.—We have a report from Mr. A. T. Perkins, Agent of the St. L. K. & N. W. R. R., of the Committee in regard to Charging a Rental for cars used in switching service.

MR. PERKINS.—The Committee on Car Rental has had much discussion upon the subject, but is not yet ready to make its final report. First, we have found a good many large problems in connection with it, and that there are a good many interests on both sides of the river to be harmonized before we agree, and secondly, we have found that a similar arrangement is in effect at Kansas City, and as we heard that the Kansas City people were to be here to-day, we were thinking of asking them as to how it worked at that point.

PRESIDENT.—I believe that that is a good idea. That the Kansas City gentlemen may understand the matter a little better, I will say that it has been proposed that a rental be charged for cars making a switching movement between local industries and upon which there is no revenue other than the switching charge. Thus, it often happens that a foreign car in the hands of a terminal line is loaded at an industry or warehouse and sent to another, and perhaps, makes several trips of this nature before being returned to the delivering or owning road. On these movements the car owners do not receive any revenue for the use of the car, and this rental charge is to be assessed on such movements and paid to them the same as mileage. The rental charge is to be in addition to the regular switching rate.

Will any of the gentlemen from Kansas City give us their experience with the subject?

MR. GARRETT.—I will say, Mr. President, as I understand it, one or two of the Kansas City members did not come here because they feared they would be called upon to speak, but I would like to hear from Mr. Darnell, our agent, in regard to the question.

MR. DARNELL.—The switching roads at Kansas City charge within a certain limit, a maximum of \$5.00 per car and a minimum of \$2.00, and, where a car is loaded from one industry to another within these limits, a charge of \$3.00 is made, which we call Car Service.

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MR. BAULCH.—I would like to ask the gentleman as to who gets this charge of \$3.00?

MR. DARNELL.—The owner of the equipment receives the amount, or the line bringing the car in.

MR. PALMER.—I do not know that I can add anything further to what Mr. Darnell has already said.

MR. F. X. ROEDERER.—I understand that they have a similar arrangement in effect at Indianapolis, also.

MR. CAVANAGH.—We have a similar arrangement at Indianapolis; our tariffs at that point specifically state that \$2.00 will be charged for switching and \$3.00 for car rental. This revenue goes to the roads, furnishing the service, or, to the originating line.

MR. PERKINS.—I would like to ask if the people at Kansas City find any difficulty in collecting this charge from their patrons. And whether or not the charge considered, in connection with the switching, prevents the railroads from getting cars to switch from industries, as against hauling the freight by teams? This charge of \$3.00 increases the expense bill to about \$5.00, and possibly, it is claimed by some of the roads that this rate would cause them to lose business.

MR. DARNELL.—We have had no trouble in making collections of the \$3.00 which we call Car Service. We figure that within certain limits it is much cheaper to pay the \$3.00 than to haul by teams. We have not yet had any trouble.

MR. F. X. ROEDERER.—In St. Louis you can haul freight by wagon a distance of four miles for \$6.00 per car, or in other words, from the east side to the Hay Exchange at Theresa Avenue.

MR. JOSSELYN.—As I understand this problem, this car rental charge was established for the purpose of driving the switching business away. There is hardly a railroad at Kansas City that derives anything from switching revenue; there are belt lines that depend almost entirely upon this revenue for their maintenance. I do believe that in this switching business there is no money in it for the lines, unless it be a belt line; I think that there is not a line to Kansas City but what would rather see the goods teamed, and do away with the switching. The Memphis route and the Kansas City Belt have a larger business of that nature than any of

the others. Now the Wabash, I don't suppose, have occasion to make a movement of this nature once in six months, the Union Pacific have a few more, as well as has the Rock Island, while the Memphis route does the major portion of the business, outside of the Kansas City Belt.

I think the matter is one that ought to be considered separately from the standpoint of a railroad and that of a belt line. I take it that the Terminal railroads derives their revenue from switching, and therefore would oppose the movement; they naturally would as upon the switching charge depends their existence.

MR. REARDEN.—I would like to ask Messrs. Darnell and Cavanaugh as to what experience they have had with the legal side of the question. For instance: at Kansas City you get \$3.00, which you call car service. Now if your car is loaded in the morning and unloaded in the afternoon, after reaching destination, can you collect the \$3.00?

MR. DARNELL.—Yes, sir; we simply charge that amount for car rental, or as we term it, car service.

This charge, as I presume you are aware, is three dollars per car, and is assessed upon all cars used in what is known here as local switching; that is, from one industry within Kansas City switching limits. The road upon which the loading industry is located collects its switching charge, the car rental charge, and the switching charge of the other road upon which the unloading industry is located. If the car belongs to the first named road, it retains the three dollars car rental charge in addition to its switching charge. If to the latter, or unloading road, it is allowed by the first named road in regular monthly account of switching charges. The same thing applies upon a foreign car—one that does not belong to either the loading or unloading road. In this case the car rental goes to the road that brought the car into Kansas City.

MR. BAULCH.—Why is it that at Kansas City they take this \$3.00 and turn it over to the owner of the car or originating line? If we make a switch and make a charge for the use of the car, I don't see why we should not retain it.

MR. PERKINS.—I would like to read a paragraph from a letter written by a party in Kansas City, which is as follows:

Now the whole object of this matter is so as to enable the car owners to get something for the use of their equipment in the switching service. On all road business, of course, the owners of the car get mileage, whereas, as matters now stand, if the car is used in switching they get nothing whatever, and instead, are liable to a great extent for car damage. The owners of the cars should get this rental, and the proposition as suggested by Mr. Baulch is out of the question; he is using cars without paying for them, while the owners of the cars having invested considerable in this property, get nothing.

MR. F. X. ROEDERER.—From a terminal standpoint, the situation to day, as well as at all other times, is this: nearly all of our connecting lines deliver us empties to hold for prospective loading and when the load does not show up, probably order the cars home, and the result is that we give the cars two empty movements free of charge, while at the same time, previous to this the car is occupying track room. However, in the meantime, we are called upon to furnish a car for a switch load, and should there be charge made for the use of that car, I believe that we should get it, as the car has occupied our track room, and the service of the car is offset by this storage. Some years ago this same arrangement was put into effect in St. Louis, but on account of certain lines refusing to enter into the agreement, we found that shippers were discriminating in favor of them, so it was necessary for all lines interested to discontinue the arrangement.

PRESIDENT.—I would like to ask for my own information how it appears to you, Mr. Baulch, that the Wiggins' Ferry Co. will lose business by making this rental charge?

MR. BAULCH.—The proposition that does not strike me as exactly right is why this rental charge should go to the line owning the car, or to the next connecting line. Why should we not turn the car service over as well?

We have a number of cars that are made empty, and can make a load for some of them, at least part of the way home, we would not put a rental charge upon that car.

MR. REARDEN.—The point involved is that while you are using this car for that load, the lines owning the cars do not receive any

revenue whatever for their use, which delays them, while if the car was returned home promptly the line would be receiving mileage for it. I think the same would not apply to car service.

MR. GARRETT.—It seems to me that car service and car rental are two different things. I think it is perfectly proper for the line owning the car to get the car rental, while on the other hand it is all right for the terminal lines, upon whose track the car stands, to get the car service, but when a car is loaded and moved from one industry to another, should you not get the car rental?

MR. BAULCH.—If you bring in a car of the Union Pacific and deliver it to the Wiggins, should we pay the Wabash the car rental collected on that car?

MR. REARDEN.—The system is wrong, if this rental goes to the Wabash; road the owner of the car is entitled to it.

MR. PERKINS.—The Committee carefully considered that point; the road bringing in that car is responsible to the Union Pacific for its return, and if the car is used and delayed in St. Louis, it is a matter between the delivering line and the line that delays the car, and for that reason it appears to us that that would not effect the question at all.

MR. BAULCH.—Mr. Perkins is wrong; the Union Pacific does not charge the Wabash road with the car. The Wabash road delivers it to the Wiggins' Ferry and inform the Union Pacific of that fact.

MR. REARDEN.—I want to support Mr. Perkins as against Mr. Baulch. In my opinion, and I believe the gentlemen here would bear me out in it, the Wabash road is responsible to the Union Pacific for the return of the car. In the first place, the Union Pacific are not getting any revenue out of the car, and as it is to their interest to get the car back as early as practicable they will call upon the Wabash for it. And, according to the Master Car Builders' rules lately adopted, the car owner is responsible for a great many defects and during the time this car is used in switching service we are perhaps being billed upon for a great many defects caused in the service, and which is not offset by any revenue of any sort.

MR. BAULCH.—Now if that car was delivered to the Missouri

Pacific instead of the terminal, who would the Union Pacific look to then?

MR. REARDEN.—They would still look to the Wabash.

MR. CAVANAGH.—That would depend upon circumstances. We hold the line to whom the car is delivered; the moment a car leaves your possession, and goes into that of another road, we can hardly hold you responsible for it. If they divert the car, they are held responsible.

MR. CAVANAGH.—I believe that the car rental should go to originating line. I believe that you should give a car to a terminal line, allow them forty-eight hours to release it, and after that time I think you should hold them for one-half the car service charge; thus, the owner, as well the line holding the car is receiving revenue.

MR. PRALL.—I would like to refer to the various decisions of the judges throughout the country. They are unanimous in saying that a car service charge is only legal when assessed by the line in whose charge the car is, and I believe that that ruling will apply in the case of car rental. If a car rental is charged, it is collected, and then if that road passes that money over to someone else, and the consignor finds it out, you lay yourself liable to the law.

PRESIDENT.—It must be remembered that the discussion to-day is only informal and for the benefit of the Committee. I think that which has already been said will well suffice for to-day.

There is another Committee to be heard from.

SECRETARY.—Mr. Garrett, Chairman of the Committee on Subjects to be presented to the Central Association is here to report.

MR. GARRETT.—I have several suggestions in regard to the topics which are to be presented at the annual meeting in July, next. Your Committee has selected and respectfully submit the following:

“Discipline of the Railroad Service,” and “Safety Appliances.”

PRESIDENT.—You have heard the report of the Committee that the subjects to be submitted for the Central Association Annual Meeting be “Discipline of the Railroad Service,” and “Safety Appliances.” Unless there are objections we will offer



them to the Central Association, the Secretary being instructed accordingly.

PRESIDENT.—Our next order is New Business. Has anyone any one anything to offer?

MR. GARRETT.—I would like to say that I invited the gentlemen from Kansas City with the intention of having the Kansas City Superintendents' Association join the Central Association

PRESIDENT.—I think that your move was very commendable and I hope that those of the Kansas City Association who have come here to-day will make a favorable report.

Here followed a general discussion explaining to the visitors the merits of the Central Association, wherein several expressed themselves as being in favor of joining the Association.

PRESIDENT.—I believe that the Association is very much indebted to Mr. Garrett for bringing the gentlemen here to-day and I am sure that our members appreciate it very much.

MR. CAVANAGH.—There is a matter which I wish to speak about here and that is, on November 1st, the new rules regarding the interchange of cars at Chicago went into effect. They provide that when a foreign car is made empty it should be delivered to the owners if possible, and if not, to the nearest connecting line.

PRESIDENT.—I would be very glad if you will submit this matter as a Topic under New Business at our next meeting, covering it fully in writing.

MR. ADAMS.—We have been following that practice now for several years.

PRESIDENT.—It is now 12:30 and a motion to adjourn is in order.

MR. CLARKE.—I move that we adjourn. Seconded, carried.

F. E. ANDERSON,

W. G. BESLER,

*President.*

*Secretary.*





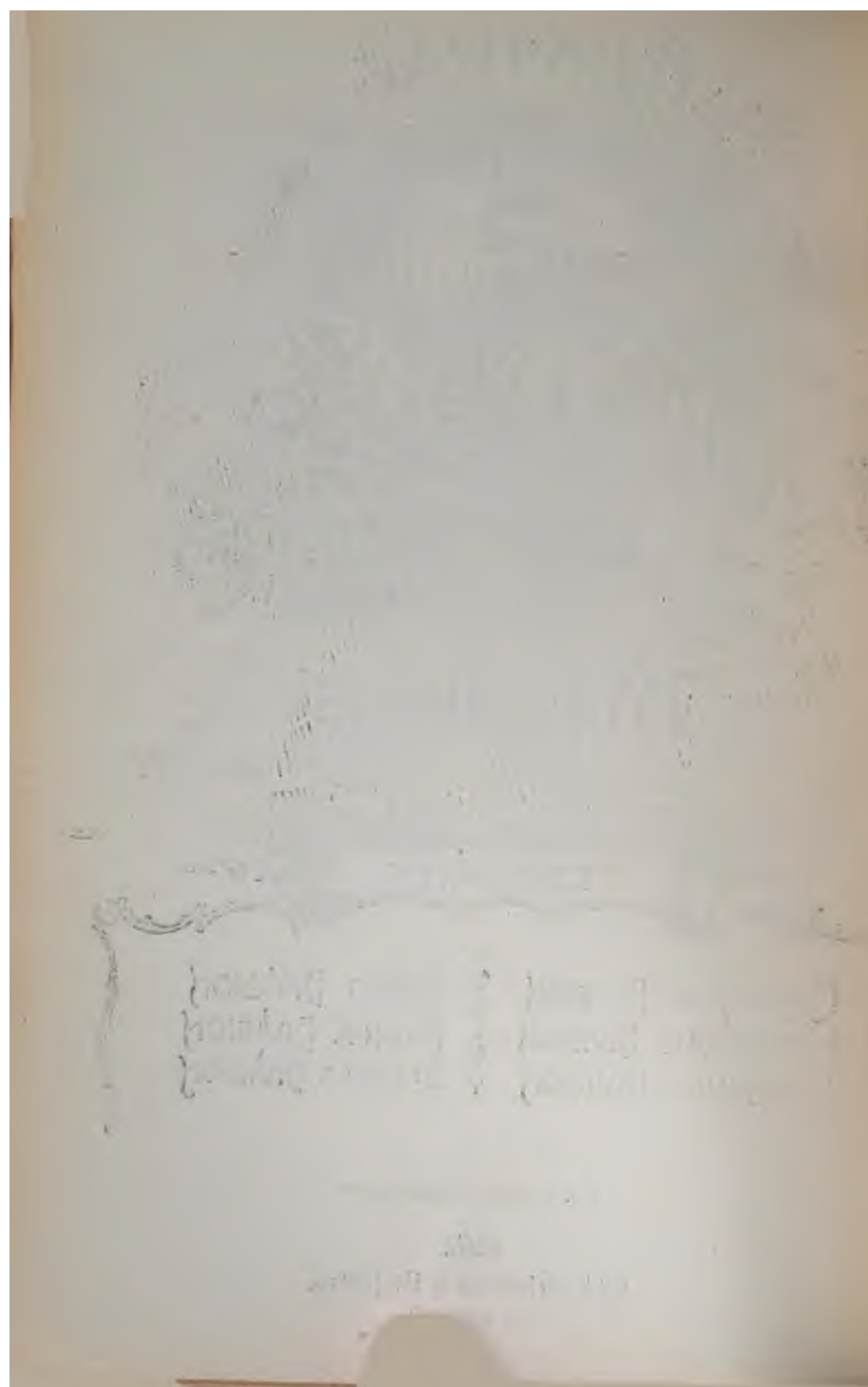
CENTRAL  
ASSOCIATION  
of  
RAILROAD  
OFFICERS  
Proceedings

FEBRUARY

CINCINNATI DIVISION	TOLEDO DIVISION
INDIANAPOLIS DIVISION	PEORIA DIVISION
COLUMBUS DIVISION	ST LOUIS DIVISION

1897

C. J. KREHBIEL & CO. PRINTERS,  
CINCINNATI, O.



CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.

  
FEBRUARY.  


CINCINNATI DIVISION . . . . .	February 9th.
INDIANAPOLIS DIVISION . . . . .	February 6th.
COLUMBUS DIVISION . . . . .	February 10th.
TOLEDO DIVISION . . . . .	February 8th.
PEORIA DIVISION . . . . .	February 9th.
ST. LOUIS DIVISION . . . . .	February 12th.



1897.

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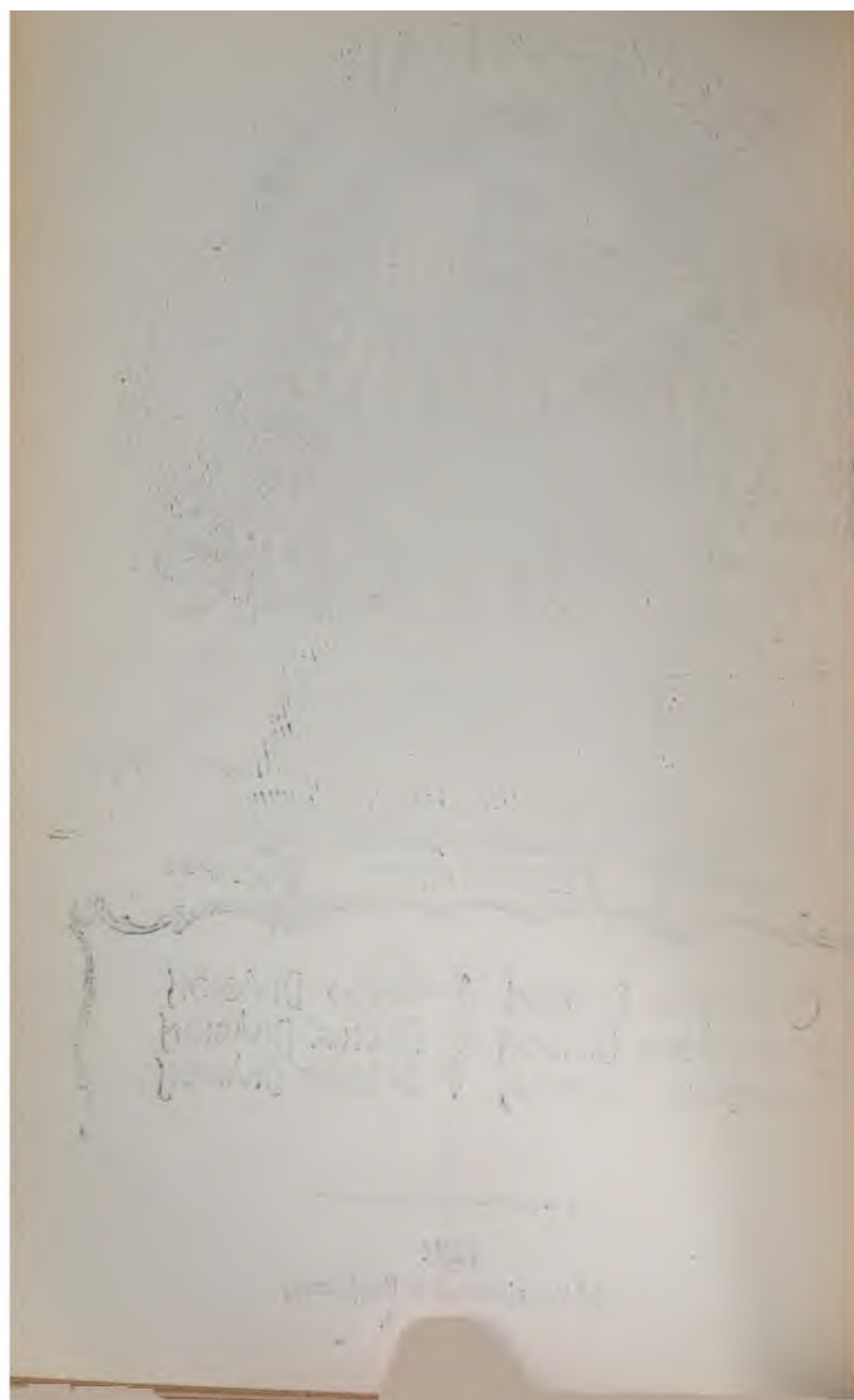
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ON .....	February 10th.
.....	February 8th.
.....	February 9th.
ION .....	February 12th.





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1897.

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# DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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D. S. SUTHERLAND..1st Vice-Prest.  
BENJ. McKEEN.....2d Vice-Prest.  
O. G. FETTER.....Secretary-Treasurer.

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D. S. SUTHERLAND....W. G. BESLER.....C. H. HOWARD.  
BENJ. McKEEN.....J. W. RILEY.....G. L. PECK.

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P. LEEDS.....	President.....	Cincinnati Division.
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M. S. CONNORS.....	" .....	Columbus "
A. L. MILLS.....	" .....	Toledo "
F. L. TOMPKINS.....	" .....	Peoria "
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WM. GROGAN.....	" .....	Toledo "
A. J. ELLIOTT.....	" .....	Peoria "
F. E. ANDERSON.....	" .....	St. Louis "

## CINCINNATI DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, February 9, 1897.

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Meeting called to order at 11.05 a. m., with Vice-President  
Lewis in the chair.

The following lines were represented:

B. & O. S.-W. Ry.....	MR. C. H. HOWARD.....	Supt.
“ “	.....MR. J. A. CONANT.....	Supt. C. S.
“ “	.....MR. E. R. SCOVILLE.....	T. M.
“ “	.....MR. J. G. NEUFFER.....	G. M. M.
“ “	.....MR. D. D. CAROTHERS....	E. M. W.
C. C. C. & St. L. Ry....	MR. H. F. HOUGHTON....	Ass't Supt.
“ “	....MR. F. M. LAWLER.....	M. M.
“ “	....MR. J. A. KEEGAN.....	D. M. M.
“ “	....MR. J. C. NELSON.....	E. M. W.
C. H. & D. Ry.....	MR. W. J. MULVIHILL....	C. A.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
L. & N. Ry.....	MR. BRENT ARNOLD.....	Supt.
“ “	.....MR. LEWIS HOOD.....	Supt.
“ “	.....MR. WILLIAM ADAIR.....	D. M. M.
P. C. C. & St. L. Ry...	MR. RALPH PETERS.....	Supt.
“ “	...MR. GEO. B. FRAVELL....	R. F. of E.

Vice-President: As the minutes of the last meeting have  
been printed and distributed, if no objections, will let them  
stand approved as printed.

Secretary: Report of Special Committee on Revision of  
Transfer Carload Tariff.

Mr. Arnold: The Committee is investigating the matter, but, owing to the illness of one of its members, work has been delayed, and the Committee would ask for further time.

Secretary: Report of Standing Committee on Joint Car Inspection relative to alleged diversion of freight.

Mr. Lawler: The Committee would ask for further time inasmuch as it has not been able to collect sufficient data, as yet, in order to render a decision.

Vice-President: If no objections the Committees will be granted further time.

Secretary: Report of Special Committee on Subjects to be submitted to the Executive Committee of the Central Association.

Vice-President: Will say in behalf of Mr. Leeds, Chairman of that Committee, that he requested Mr. Galloway and myself to have a meeting and suggest subjects, but we have been unable to meet on account of the illness of one of the members, and we will have to ask for further time.

Secretary: Will say for the benefit of the Committee that I am in receipt of a letter from the President of the Central Association calling a meeting of the Executive Committee for the 17th of February to consider the matter of subjects for the Annual Meeting, and it is very necessary that this Division suggest at least two subjects.

Vice-President: Would suggest that the Secretary write the Chairman of the Committee requesting him to hold a meeting and have report ready to submit to the Executive Committee at its meeting on the 17th.

Secretary: Presentation of paper on subject of "Discipline," by Mr. Davies.

Secretary: Have received word from Mr. Davies that he will be unable to be present today, and presume we will have to pass the subject.

Secretary: Presentation of paper on subject of "Locating steps and handholds, and the practice of carrying and using pushpoles upon switch engines," by Mr. Howard.

Mr. Howard: I would like to ask for further time. Have been very busy this month and have not had the opportunity to get together the data which is necessary.

Secretary: Discussion on paper presented at last meeting, namely, "Effect of improper counterbalancing of locomotives on track."

It was moved and carried that discussion on this paper be laid over until such time as the writer of same could be present.

Secretary then read the following communication:

Cincinnati, Hamilton and Dayton Railway Company.

Cincinnati, Ohio, Jan'y 28, 1897.

Mr. O. G. Fetter,

Sec'y, Central Ass'n R. R. Officers.

Dear Sir: On Jan. 1, 1897, the C. N. O. & T. P. Ry. Co. delivered to this company their car No. 3203, loaded with lumber consigned to F. C. Trowbridge, Detroit, Mich. The car was refused by the C. H. & D. Inspectors on account of having one broken end and one coupling lever gone. The C. N. O. & T. P. Railway Company then offered the car to the P. C. C. & St. L. Ry., and the latter company accepted the car and forwarded same to destination without transfer. As this is contrary to the rules of the Joint Inspection Bureau, the C. H. & D. Railway Company now asks that the C. N. O. & T. P. Ry. Co. be compelled to deliver to the C. H. & D. Ry. Co. two cars of freight in lieu of the one improperly diverted, in accordance with the rule adopted by the Central Association of R. R. Officers.

Respectfully submitted,

A. GALLOWAY,

Superintendent.

Vice-President: What action will you take with this communication?

Mr. Peters: I move that the Secretary be instructed to correspond with the parties interested and obtain the facts in

the case, and then submit the matter to the Standing Committee on Joint Car Inspection for their decision.

Seconded by Mr. Howard, and on vote adopted.

Mr. Keegan: I propose the name of Mr. M. D. Schaff, Trainmaster C. C. C. & St. L. Ry., for membership in this Association. It was moved and carried that Mr. Schaff be unanimously elected a member of this Association.

No further business appearing, meeting adjourned at 11:15 a. m.

O. G. FETTER,  
Secretary.

GEO. W. LEWIS,  
Vice-President.

## INDIANAPOLIS DIVISION

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Regular Annual Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station February 6, 1897.

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The following lines were represented :

Big Four.....	G. W. BENDER.....	Superintendent.
P. & E. Ry.....	J. W. RILEY.....	Superintendent.
“ .....	C. S. RHODES.....	Supt. Telgh.
P. C. C. & St. L. Ry...	F. G. DARLINGTON...	Superintendent.
“ .....	Wm. SWANSTON.....	Master Mech.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
“ .....	M. P. DENISTON.....	Trainmaster.
“ .....	I. W. KURTZ.....	Division M. M.
“ .....	S. R. KRAMER.....	Superintendent.
Union Ry.....	A. A. ZION.....	Superintendent.
I. D. & W. Ry.....	G. W. GRAVES.....	Superintendent.
Monon Line.....	A. J. O'REILLY.....	Gen'l Agent.

Eight lines, thirteen members.

Visitor, Mr. F. W. Quinby, Master Transportation, Monon.

Report of the previous meeting stood approved as printed.

There were no committee reports.

Mr. A. J. O'Reilly proposed for membership in the Association Mr. F. W. Quinby, Master of Transportation of the Monon. On vote by the Association Mr. Quinby was elected a member.

The President talked on the subject of Discipline, and after his remarks the members gave the matter their consideration.

The next business being an election of officers for the ensuing year, the Chair appointed Messrs. Riley and Deniston as Tellers to collect the vote. Mr. Bender was elected President, Mr. Bickell, Vice-President, Mr. Staats, Secretary and Treasurer. The incoming President and Vice-President expressed thanks for the honor conferred.

Mr. Swanston called their attention to proposed meeting of Car Foremen, and the Secretary was requested to notify the officers of roads, members of the Association, to have their Foremen present at the meeting, 10:00 a. m., the last Saturday in the month. At Mr. Swanston's suggestion it was decided to include the heads of the mechanical department as well as car department.

There being no further business the meeting was adjourned.

F. G. DARLINGTON,

President.

G. B. STAATS,

Secretary.

## COLUMBUS DIVISION.

---

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building February 10, 1897.

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President Connors in the chair.

The following lines were represented:

B. & O. R. R.....	MR. J. M. GRAHAM. MR. J. M. HOST.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH. MR. M. D. SCHAFF. MR. J. A. KEEGAN. MR. C. T. NELSON.
C. H. V. & T. Ry.....	MR. M. S. CONNORS. MR. R. S. QUIGLEY. MR. W. E. COSTELLO. MR. T. R. LIMER.
C. H. & D. Ry.....	MR. J. A. GORDON.
P. C. C. & St. L. R. R.....	*MR. J. F. MILLER. MR. F. G. DARLINGTON. MR. E. MORRELL.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY. MR. H. C. FERRIS.
Z. & O. R. R. R.....	MR. J. S. GILLESPIE.
C. S. & H. R. R.....	MR. C. L. GARDNER. MR. J. WOHRLE.

\* Represented by Mr. J. H. Schwartz.

The reading of the minutes of the previous meeting was dispensed with.

The Secretary read the following communication from Mr. Wm. Thornburgh:

Columbus, Ohio, January 15, 1897.

Mr. J. H. Schwartz, Secretary Central Association of Railroad Officers, Columbus, O.:

Dear Sir—Having severed my connection with the C. S. & H. R. R. Co., I hereby tender my resignation as member of your Executive Committee as well as of your Association. I desire to extend thanks to the Association for courtesies extended during my membership therein. Yours truly,

(Signed) WM. THORNBURGH,  
General Superintendent.

On motion, duly seconded, the resignation of Mr. Thornburgh was accepted, and he was elected an honorary member of this division.

The committee appointed at the September meeting to report on the subject of the pooling of railway freight equipment submitted the following report, which was ordered accepted and spread upon the records:

Columbus, Ohio, February 10, 1897.

To the Columbus Division, Central Ass'n of R. R. Officers,  
Columbus, Ohio.

Gentlemen: Your committee appointed at the September meeting to investigate and report upon the feasibility of pooling railway freight equipment, on lines laid down in the paper presented by Mr. J. R. Cavanaugh, Sup't Car Service, C. C. C. & St. L. Ry., at the annual meeting of the Central Association of Railroad Officers, Toledo, Ohio, beg leave to report:

That this subject has been given much thought by the members of the committee, and the further the subject is investigated, the more complex the same becomes.

We are of the opinion that such an arrangement as outlined by Mr. Cavanaugh, if once fully organized upon a basis equitable to all the railway systems of the country, would prove a great convenience to the car distributor, but there is, in the opinion of the committee, so many obstacles in the way of organization of such system that the subject must fall of its own weight.

Among the changes necessary to adoption of said plan would be:

1st. The revision, upon an entirely new basis, of the Master Car-Builders' Rules.

2d. The reducing of thousands of various car-attachment patterns to one standard, or the maintenance of large store houses at all junctions and terminal points, containing material of all classes, for all cars.

3d. The purchase of car equipment by the railway companies of the South, who would, under the pooling arrangement, have more license than ever to use the equipment of Northern lines.

4th. The concentrating of the minds of many railway managers as one, that they would look at the matter of scarcity of cars through the same glass, and each believe he was not getting the worst of it.

5th. The consent of the railway companies whose equipment is new or practically so, to permit it to be sent away from home, and old, worn-out cars given them instead, greatly endangering the life of employees, and adding the expense of wrecks and loss to freights to their road, as compared with their own equipment.

Your committee feel the burden placed upon them to formulate a report that will be satisfactory, but are a unit in agreeing that, while in theory the plan as outlined by Mr. Cavanaugh is very well, in practice it has many obstacles to overcome before a general application can be had, and believe that the subject

is one that the managers of railway companies should first deal with before their subordinates should pass in judgment thereon.

Respectfully submitted,

(Signed) M. S. CONNORS.

J. A. KEEGAN.

H. C. FERRIS,

Committee.

The minutes of the meetings of the Yardmasters' Association, held January 18 and February 1, were read and ordered filed.

The minutes of the February meeting of the Car Foremen's Association were read and ordered filed.

The appointment of an Executive Committee for the Car Service Association was the next business in order. Mr. Graham moved that the Executive Committee of the Columbus Division of the Central Association of Railroad Officers also be appointed the Executive Committee of the Car Service Association, and that the old Executive Committee of the Car Service Association be discharged. Seconded and carried.

The following nominations for membership were made:

Mr. M. W. Cooley, Engineer M. of W., T. & O. C. Ry.  
by Mr. Whittelsey.

Mr. J. C. Nelson, Engineer M. of W., C. C. C. & St. L. Ry.  
by Mr. Keegan.

Mr. J. F. Irvin, Trainmaster B. & O. R. R.  
by Mr. Host.

Mr. W. Michel, Engineer M. of W. C. H. V. & T. Ry.  
by Mr. Limer.

The nominations were all seconded and the gentlemen named duly elected members of this association.

On account of the transfer of Mr. B. Fitzpatrick, formerly Master Mechanic of the P. C. C. & St. L. at Columbus, and Chairman of the Executive Committee of the Joint Inspection Bureau, a vacancy was created in that committee, and on motion

of Mr. Miller, duly seconded, Mr. T. F. Butler was appointed to fill the vacancy.

The matter of accepting the Official Railway Equipment Register as the official guide of the railroad companies in this association was discussed, and on motion of Mr. Graham it was resolved: That this association request that the American Railway Association adopt the Official Railway Equipment Register as the official guide. Seconded by Mr. Limer, and carried.

The Secretary reported the delivery to him by the Superintendent of the Columbus Car Service Association of receipt for renewal of bond in the American Surety Company of New York for one year from February 1, 1897.

Subjects for discussion were announced in the call for the meeting as follows:

I. Methods of discipline in vogue as applied to men employed in the Transportation Department. What can be done to improve the present practice, build up a perfect organization, and interest the employees to the extent that their shortcomings will offend their own pride as much as it does their superior officer's?

II. What right has a local freight to sandwich itself in between two sections of a through freight? If such action is correct according to the standard code, why can not a through freight of a different schedule do the same thing?

Messrs. Whittelsey, Darlington, English, Graham, and Connors made very interesting talks on the subject of discipline, and the general expression of opinion was in favor of the system of discipline without suspension.

On the subject of the right of a local freight train to sandwich itself in between two sections of a through freight, it was decided that a local freight train would have no right to do this unless authorized by special rule on the time card, but that a through freight of a different schedule would have no right whatever to sandwich itself in between two sections of a schedule of the same class.

It was suggested that, in order to have the minutes of the meetings of this division reported in greater detail, the services of a stenographer be arranged for, and Mr. Whittelsey moved that a stenographer be secured to report the proceedings of the monthly meetings of this association at an expense of not to exceed \$5.00 per month. Seconded and carried.

The chairman expressed himself as highly pleased at the interest taken by members, as reflected in the attendance at this meeting, and hoped that the representation would be as large at subsequent meetings. He stated that he would appoint a committee of two persons to prepare papers to be read at the next meeting and discussed at the following meeting of this division. The subjects will be announced in the call for the next meeting.

The bill of the Central Association of Railroad Officers against this division for its proportion of the expenses for the month of January, amount, \$13.44, was accepted and ordered paid.

There being no further business, the meeting adjourned.

M. S. CONNORS,  
President.

J. H. SCHWARTZ,  
Secretary.

## TOLEDO DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division, held Monday, February 8, 1897.**

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Meeting called to order at 1:30 p. m. by President Mills.  
The following lines were represented:

L. S. & M. S. Ry.....	MR. L. E. JOHNSON.....	Supt.
Wabash R. R.....	MR. E. A. GOULD.....	Supt.
C. H. & D. Ry.....	MR. S. B. FLOETER.....	Supt.
“ “ “ .....	MR. W. C. SHOEMAKER...	Ass't Supt.
Pennsylvania Co.....	MR. W. H. POTTER.....	Supt.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY..	Gen'l Supt.
T. St. L. & K. C. R. R..	MR. A. L. MILLS.....	Gen'l Supt.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.....	Supt.
“ “ “ .....	MR. W. E. COSTELLO....	Trainmaster.
“ “ “ .....	MR. WM. MICHAEL.....	Eng. M. of W.
Ann Arbor R. R. Co...	MR. W. F. BRADLEY.....	Supt.
C. S. & H. R. R.....	MR. C. L. GARDNER.....	Supt. Trans.

The reading of minutes of January meeting was dispensed with.

### **Toledo Belt Bill No. 2482.**

The Committee having in charge the papers in this case made report which was subsequently withdrawn for the purpose of further consideration by the gentlemen of the Committee.

**Election to Membership.**

Mr. Johnson: I would like to move for a suspension of the Rules of Order for a purpose which I think will be entirely satisfactory to the members. I desire to present as a member of this Association the name of Mr. C. L. Gardner, Superintendent of the C. S. & H. R. R., who is with us today.

On motion the Rules of Order were suspended and Mr. Gardner elected to membership by a unanimous vote.

**Hour for Opening Freight Houses to the Public.**

The Secretary announced the result of the letter ballot on motion that freight houses at Toledo be not opened to the public prior to 7:00 a. m., as follows:

YES:	NO.
Pennsylvania Co.	L. S. & M. S. Ry.
T. & O. C. Ry.	M. C. R. R.
C. H. V. & T. Ry.	Wabash R. R.
Ann Arbor R. R. Co.	C. H. & D. Ry.
F. & P. M. R. R.	T. St. L. & K. C. R. R.
Total, 5.	Total, 5.

The President declared the motion as offered at January meeting lost.

**COMMUNICATIONS.**

**The Railway Agent and Station Agent.**

Cleveland, Ohio, Jan. 22, 1897.

Mr. Wm. Grogan,  
Sec'y, Toledo Division,  
Toledo, Ohio.

Dear Sir: As publishers of a strictly railway journal, and one which circulates practically among railroad men, and to a great extent among railroad agents, we would be pleased, if

entirely consistent with the customs and regulations of your Association, if you will furnish us, from time to time, with such proceedings and enactments of your body as you feel free to offer for publication.

If you can favor us in this respect, I beg to assure you in advance that the courtesy will be duly appreciated, and that nothing will be inserted in our columns except such matter as you may forward to us and authorize us to publish.

Hoping to hear from you favorably, I am,

Yours truly,

(Signed) B. J. HAMM,

Managing Editor.

On motion the communication from Mr. Hamm was ordered filed.

**Reprinting the Constitution, Rules of Order, and Resolutions.**

Central Association of Railroad Officers.

Toledo Division.

Toledo, Ohio, Jan. 13, 1897.

Mr. A. L. Mills,

President Toledo Division,

Toledo, Ohio.

Dear Sir: I beg to respectfully call your attention to the fact that our old Constitution and By-laws, as contained in book form, which was put in print in 1893, do not entirely conform to new rules of order; also that some of the standing resolutions contained in book have been changed.

I mention these facts thinking perhaps you might desire to take up the question of getting out a new book.

Respectfully,

(Signed) WM. GROGAN,

Secretary.

President: I directed the Secretary to bring this matter before the meeting today, as it seemed to be proper in starting out the new year to have a new book.

Mr. Whittelsey: I am very much in favor of, having a reprint, and will vote in that way. There was a time, a year ago, that we thought it would be well to combine the Rules of Order of the Central Association of Railroad Officers, the Car Service Rules, and the Joint Inspection Rules in one book, but I doubt the practicability of that now, because the Joint Inspection Rules have been changed and not generally subscribed to.

Mr. Connors: Is Mr. Whittelsey's suggestion in the form of a motion?

Mr. Whittelsey: No, but I will put it in the form of a motion in order to get it before the meeting, and would therefore move that the rules of the three organizations be bound in one book.

Mr. Connors: I second the motion.

President: I think we should proceed carefully in that direction. The gentleman who made the motion explained why, as we may get some rules in that book that are liable to be changed before the book is delivered.

Mr. Whittelsey: The Car Service and Superintendents' might be printed by themselves, and it is possible we may settle down on some rules of the Toledo Joint Inspection Association that will not be changed. If the Joint Inspection rules are what we are going to have it would be very convenient to have them in one book.

Mr. Potter: I do not think it advisable to have them in one book, and would be opposed to that motion.

President: The Joint Inspection Association print their rules and decisions so that it would be unnecessary to take any action as we can obtain all the copies we desire from that Association; but the motion before the meeting is to print the rules of order of the three Associations in one book.

Mr. Connors: I think the gentleman who made the motion

will be willing to change motion and omit the rules of the Toledo Joint Inspection.

Mr. Whittelsey: With the consent of the gentleman who seconded my motion, I will change it to bind the rules of order of the Central Association and Car Service Association in one book, leaving out the Joint Inspection agreement.

Mr. Connors: I will accept the change and second the motion just offered.

On motion being put, it was carried by a unanimous vote.

#### **Railway Line Clearances and Car Dimensions.**

Ann Arbor Railroad Company,  
Durand, Mich., Jan. 29, 1897.

Mr. Wm. Grogan,  
Sec'y Superintendents' Association,  
Toledo, Ohio.

Dear Sir: Please note attached. Will the roads entering Toledo make this publication official, and obligate themselves to accept cars that would pass over their roads according to the statement that is published therein? If so, it would be of some value, otherwise it is of no value whatever.

Yours truly,

(Signed) W. F. BRADLEY,  
Superintendent.

Mr. Potter: I move that the matter of adopting the Official Railway Equipment Register by this Association be submitted for a letter ballot.

Mr. Connors: I second the motion of Mr. Potter.

After a thorough discussion by the members present, it developed that every road now used the information in the guide and were inclined to think the adoption of the publication as official would be a move in the right direction.

The motion prevailed with the L. S. & M. S. Ry. and C. H. & D. Ry. voting in the negative.

The representatives of the L. S. & M. S. Ry. and C. H. & D. Ry. explained that they were not in a position to vote on the question, and were of the opinion that the better way to secure results was for this and possibly the other divisions of the Central Association to make a recommendation to the American Railway Association that that body take the matter up with a view to having the publication declared official.

Mr. Connors: I would like to offer the following:

Resolved: That it is the sense of the Toledo Division of the Central Association of Railroad Officers that the Railway Equipment Line Guide be made the official document of roads, members of this Association, and that a copy of resolution be forwarded the Secretary of the American Railway Association, urging that Association to make said Guide the official organ of the American Railway Association.

Seconded by Mr. Whittelsey and carried.

Mr. Johnson: Before we dismiss this subject, I wish to say I am personally very much in favor of the adoption of this publication as an official document, and would move that the Secretary be instructed to communicate with the Secretaries of the other divisions of the Central Association and advise them of the action taken by this division, and ask them to take same action if agreeable to them.

Seconded by Mr. Floeter and carried.

Mr. Whittelsey: It might be well to remember that the next meeting of the American Railway Association will be held in April, so we will have to bestir ourselves.

#### **Hour of Closing Freight Houses.**

Mr. Johnson: If it is in order, Mr. Chairman, I would like to again call up the question of closing of freight houses.

It has come to my knowledge that the present hour, 5:30, is not satisfactory, not only to some of the railroads, but also to another party, and they are the people who do the work, not

the houses or shippers, but the teamsters, and they are very strongly opposed to it.

I am advised, not officially, that the action taken by us of keeping our houses open until 5:30 is causing some of the roads an additional expense, which under the present condition ought to be avoided if possible.

In order to properly get the matter before the meeting, I move that the action taken at December meeting relative to closing freight houses be reconsidered, and the hour be made 5:00 p. m. instead of 5:30.

Mr. Floeter: I second the motion.

Mr. Potter: As I understand it, when this matter was up there were some roads that could not close at 5:00 p. m.

Mr. Johnson: My recollection is that the vote stood "Yes" with one exception, the T. St. L. & K. C. R. R., and the reasons given by the gentleman representing that road were strong enough to bring the other roads to his views.

Mr. Floeter: The C. H. & D. is obliged to put in overtime. I was the last one to hold out, and in talking with some of the other members they were quite willing to have it 5 o'clock. I think it is only a matter of saying 5 o'clock is the hour for closing our freight houses, and they will soon become educated.

President: It has been customary here to refer such questions to a letter ballot. We have a good representation here today, but doubt the propriety of taking action without giving all the members a chance to be heard.

Mr. Bradley: Was that adopted as a resolution by this Association?

President: Yes, sir.

Mr. Bradley: Would it not be in order to amend that resolution to read that freight houses will close at 5:00 p. m.?

Mr. Mills: Representing the T. St. L. & K. C. R. R., would say we were governed entirely by the business men who ship the freight. We feel the question of overtime is one we have to meet, and objected to fixing any hour for opening houses, as we think every road should be left free in the matter,

and I voted in the negative on the other question after careful consideration. I think we should operate our houses to suit our patrons. The T. St. L. & K. C. can not reconsider its position.

On motion being put, it was declared lost.

#### **Weighing Cars on Request of other Roads.**

Mr. Floeter: I wish to call attention to circular issued by the Penna. Co. as follows:

#### **Notice to Agents.**

“This is to advise that hereafter in weighing loaded cars on request of our connections a charge of 50 cents per car will be made.”

The thought strikes me, if this is a good thing for the Penna. Co., why not for the rest of us.

On motion of Mr. Whittelsey, it was decided to embody this question in the call for next meeting.

On motion adjourned, to meet Monday, March 8, 1897, at 1:30 p. m.

#### **Car Service Meeting.**

Mr. Potter, presiding.

Report of Committee on Division of Car Service Association Expenses.

The Committee recommend that a certain part of the expenses should be considered fixed and be divided equally among all roads in the Association and the balance be divided on basis of cars handled.

In the opinion of the Committee, the following basis of fixed charges is a fair one:

One-half the salary of the Manager (\$62.50 per month), one-half the salary of one clerk (\$20.00 per month), and two-thirds

the rental of the office (\$19.00 per month), or a total of \$101.50 per month.

(Signed) A. L. MILLS.  
L. E. JOHNSON.  
T. F. WHITTELSEY.  
M. S. CONNORS.

Mr. Whittelsey: I move that the report of the Committee be accepted and referred to the members of the Toledo Car Service Association for a letter ballot.

Seconded by Mr. Johnson and carried.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.



President: Our first matter on the call is report of committee on "charge for use of cars from one industry to another."

Mr. Riley: We have the Indiana Legislature in session at Indianapolis, and our counsel have been watching that, and have not had time to give this matter attention. The deeper I go into the question, the more I find there is in it. If the committee are given more time, we will try and report at next meeting.

Mr. Bickell: I move the committee be given further time.  
Seconded and carried.

Secretary: Our next is report of committee on "rules governing the return of empty cars at Peoria."

Mr. Riley: As chairman of this committee, I will say we did not understand just what the Association wanted. I simply sent the Chicago Rules to the secretary for the purpose of drawing out discussion, and until that discussion is had, we can not thoroughly understand what is wanted here. Mr. Nichols is at Chicago and can tell us how the rules work there. From what I have gone into the matter, I think it a good thing to take cars back wherever offered.

Mr. Nichols: My understanding of the "Chicago Rules" is that they apply to Chicago only, and they are not intended to cover any other point. Mr. Higgins can tell more about that than I. My territory does not take in any of Chicago at all.

Mr. Higgins: So far as I can say, the Illinois Central has always worked under similar rules, and takes cars wherever offered. These rules were adopted after I left Chicago, however. The Belt crosses us at Burnside and Hawthorne, and we often give them cars at one point and take them at the other.

Mr. Bickell: Do you, Mr. Higgins, take cars at any point where they are offered?

Mr. Higgins: Through certain seasons, yes, but this is not arbitrary.

Mr. Bickell: As a rule you, do?

Mr. Higgins: Yes, as a rule we take them where offered.

President: Mr. Armstrong, you are on that committee, let us hear from you.

Mr. Armstrong: I think I spoke all my piece at the last meeting. Is there not a standing rule in the Master Car Builders' Association or the American Railway Association that says that all roads will accept cars home at any junction station?

Mr. Riley: I think the Car Accountants undertook to adopt such a rule.

Mr. Nichols: I think with all roads conditions at certain times govern. We give cars to the Santa Fe at Chillicothe; ordinarily they take them without question, but we may have line cars for them that they will not receive except at delivering point.

Mr. Armstrong: The resolution I offered at the last meeting was to apply simply at Peoria, not a general rule for outside points. My intention was to agree that if I had an Iowa Central or Big Four straight road car, I would be perfectly willing to return that car empty here, the same as we do with the Vandalia, and that this arrangement would be the means of getting a good many cars home which would otherwise keep going around "Robin Hood's barn," and be a long time in reaching home. Let us put on record what we are really doing. The "Big Four" might bring in one of our cars loaded, let them turn it over to us here when empty. We are not setting pace for the whole country, simply making rules here, that is the gist of it.

Mr. Nichols: With the understanding as Mr. Armstrong puts it I can see no objection, but am under the impression that we should refer the matter to our Car Service Agents. While it is possible the rules could be carried out at Peoria the same as at Chicago, yet I think the resolution should be drawn plainly and referred to the Car Service Agents for their advice. We could do a little missionary work to get them to look at the matter as we do, and I would suggest that the Secretary send out a motion to each member for letter vote. I did not understand that the idea was simply a local arrangement, but that it was general in its application.

President: Mr. Huntington is also on that committee, let us hear from him.

Mr. Huntington: I have had a one-sided correspondence with the chairman of the committee. My position is that we should not rush through any rules simply because they have been adopted at Chicago, but that we should discuss them, as well as the evils they are intended to remedy.

Mr. Armstrong: We seem to be making a mountain out of a molehill. I move the whole matter be laid on the table.

Mr. Bickell: I second the motion.

Carried.

Secretary: Our next is vote on amendment to rules of order, adding "Chief Engineers, Engineers of Maintenance of Way or Division Engineers" to our list of eligible officers.

Mr. Bickell: We have no Division Engineers. Would that admit Roadmasters?

President: I do not so understand it.

Mr. Nichols: What effect would that have on the Mechanical Department, Superintendents of Motive Power, etc. I think it is not right to admit one department and exclude others, and I am dead against the resolution. It was the intention that this Association should handle transportation matters. There was a time when we needed the Mechanical Department, when we undertook inspection matters, but now that is all turned over to the Master Mechanics. I do not see why we should admit one department and not all. Our Engineering Department would not come here, they are too busy with their own associations and matters.

President: Are there any further remarks?

Mr. Riley: Chief Engineers and Engineers of Maintenance of Way belong to all other Divisions of the General Association; if barred from the Peoria Association, we will be different from other Divisions. If any road has not now an Engineer of Maintenance of Way, they may have later. I do not understand that the Master Mechanics are excluded from membership here.

Secretary: Your rules of order, as adopted, stipulate just what officials are eligible, and Master Mechanics are not named.

Mr. Riley: You can record me as voting against that rule. If the Mechanical Departments are excluded, I will withdraw from the Association. I want their assistance. Questions arise every day where I call on my Master Mechanic for information.

President: Would it not be better, Mr. Riley, since these rules have been adopted, for you to offer a further amendment?

Mr. Riley: I move a further amendment to read "Superintendent Motive Power and Master Mechanic."

President: We will have to vote on the amendment offered at the last meeting just as it read.

Mr. Riley: I do not care to belong to an Association where representatives of the Mechanical Department are not members.

Mr. Rearden: I second the amendment of Mr. Riley's.

Mr. Huntington: With reference to the amendment to be voted on today. I think it should be changed so that no particular road would be discriminated against. Officers having similar duties, although different titles, should not be discriminated against.

Mr. Bickell: We have no Chief Engineer on our road. Our representative man in the Maintenance of Way Department is our Roadmaster. With the amendment as it stands, we would have nobody to represent us in this Association from that Department, and I think the amendment should be changed so that all roads could have their representative from that department a member if they so elect.

Mr. Riley: We discuss at these meetings important matters, and do not want information to leak out. Roadmasters would not be men representing the Chief Engineer, but trackwork.

Mr. Nichols: It strikes me, in matters we as Superintendents require information upon, we could get it before coming to the meeting. I do not believe because Toledo, Indianapolis, and other points admit everybody that it is necessary for us to follow in their footsteps. I still maintain that we are here to discuss transportation matters. If we are going to throw down

the bars and admit any department, let us admit all of them, and say "any official." At Chicago the General Superintendents' Association admits Superintendents and Assistant Superintendents. If any information is wanted from any other department, they call for it, but the men from other departments are not represented at the meetings.

Mr. Riley: Inasmuch as Master Mechanics were members before, why were they dropped?

President: My understanding was the Master Mechanics had formed an Association of their own, and some members thought they should not be here also.

Mr. Riley: That was on inspection matters only, but not on all mechanical matters.

Mr. Rearden: I thought I would not say anything more since you all know how I stand. I was a member of the Committee on "Rules of Order" and did not vote for the exclusion, but left it so the Master Mechanics could be members. Now what earthly good would Chief Engineers, or Engineers of Maintenance of Way, be to the Peoria Division of Central Association of Railroad Officers? They have organizations of their own, numbers of them. As a general thing, my observation is that a Chief Engineer, on a small road or a large road, feels a little bigger than Superintendents, and leaves the impression that he did not have to come to your meetings nor ask any favors of you. However, there are many times we want information that would be of benefit to us, and anything necessary can be procured in advance. Chief Engineers are in no sense transportation men, and I shall vote against admitting them. As to the Master Mechanics, they are in such close touch in the handling and care of equipment, the handling of enginemen, equipment, and power, they have a great deal to do with transportation matters and transportation officers. They furnish power and we could not run trains without them. They are essential to every Superintendent, are of great assistance on questions of interchange, carding, transfer, and handling enginemen especially. I do not understand the Association of Master Mechanics are to

take up all matters pertaining to their department. They formed an organization at the instance of this Association. A committee was at first formed and afterward merged into a local association strictly for the interchange of equipment at Peoria, and I shall vote to have them made members of this Association.

President: Mr. Hemphill might tell us what the Master Mechanics' Association is for.

Mr. Hemphill: Our understanding was that all matters of interchange were to be turned over to the Master Mechanics. We enlarged on this somewhat, and in formation we voted to take up any matters pertaining to the Mechanical Department. While Master Mechanics would think it an honor to belong to this Association, I do not think they would care to attend. Personally, I do not. If the Superintendents desire information, we are very glad to give it. We have one association here, one in St. Louis, as well as a club or two, and there are too many meetings now. It seems to me the Master Mechanics will take no offense if the Superintendents drop their names. I shall not.

Mr. Huntington: I arise for information. A number of years ago we were organized as a Superintendents' Association, composed of officers of the Transportation departments; an association entirely so. Later we surrendered our identity, and presumably amended our constitution and by-laws to accord with the General Association. If in order, I would ask the Secretary to give us the makeup of the Central Association, and see if we would not be unique in admitting Master Mechanics and Engineers. Are we a division of transportation officers, or are we a division of railroad officers for general debate on matters, and for mutual good? We seem to be somewhat in doubt and I should like to be enlightened.

Secretary: The rules of the Central Association proper are so worded as to leave it optional with the Divisions what officers shall be members.

Mr. Nichols: Our Mechanical Department would not agree to come here. Why not go on and admit the Superintendent

Telegraph and the Auditing Department? I think we ought to maintain our individuality.

Mr. Huntington: Would it be courtesy to the General Organization for this Division to adopt rules broader than the Central Association?

Mr. Armstrong: The question is, what are we here for? Our object according to the rules of the Central Association is the solution of problems connected with railroad operation and maintenance.

Mr. Nichols: It does not make any difference what questions come up, we can always get all the information we want. We have gone to the legal department recently on this car question. We first tried to throw it onto the traffic department. They would not have it. Now it is necessary for us to go to the legal department. Must we make the legal department members in order to get what information we want?

Mr. Armstrong: I am heartily in sympathy with Mr. Nichols. This Association was formed in the first place of transportation officers. When, except in this question of inspection and interchange, have we had mechanical matters to discuss, and this is now turned over to the Master Mechanics. I have now no recollection of any questions pertaining to the Maintenance of Way Department ever being brought up here. They will not come to our meetings, even if we make them members. We made the Master Mechanics members and they did not come except to special meetings. Things are likely to arise that we will want information upon and will have to go home to get it. We would not have one of them here more than three meetings, and that is all the interest we will get out of Engineers of Maintenance of Way. I don't see any use in spreading out our membership.

President: I concur in Mr. Armstrong's views. This was a transportation association until Interchange matters arose. That was disposed of before these rules were brought in by the committee.

President: It will take a two-thirds vote for the amendment

offered at the last meeting to carry. The Secretary will please read the amendment and call the roll.

Secretary: The motion is on an amendment to Article 13 of our Rules of Order, inserting after the word "Trainmaster" the words "Chief Engineer, Engineer of Maintenance of Way, or Division Engineer."

*Yes.*

C. C. C. & St. L.  
T. H. & I.  
Iowa Central.

*No.*

P. & P. U.  
T. P. & W.  
C. P. & St. L.  
L. E. & W.  
R. I. & P.  
C. R. I. & P.  
C. B. & Q.

Secretary: Three "Ayes," seven "Noes," two roads not represented.

President: The amendment is lost.

Secretary: Our next is paper by Mr. Rearden on "Brown System of Discipline."

Mr. Rearden: At the November or December Meeting certain gentlemen asked for information on our practice of discipline without suspension. I was directed to give you the result of our experience, and in accordance therewith have prepared a paper entitled:

**One Year's Experience with the Brown System of Discipline.**

BY H. S. REARDEN.

Superintendent Chicago, Peoria & St. Louis R. R.

On February 1, 1896, the Chicago, Peoria & St. Louis Railroad Company adopted the Brown System of Discipline, as will be seen by circular issued at that time, of which the following is a copy:

To the Employees of the C. P. & St. L. R. R. Co. :

On February 1, or as soon thereafter as arrangements can be made to put the scheme in operation, there will be adopted on this line what is known as the "Brown System of Discipline."

#### THE SYSTEM.

Instead of discharging or suspending without pay for infraction of the rules of the Company, a record will be kept of the mistakes and faults of employees. In this record will be kept a brief statement of the irregularities for which a man is responsible. This record will take the place of the "lay-off." When a man commences to make a record in the book, he will be called in for an interview. He will be reminded that if the record gets too long, the Company will have to consider him as unfit for the service; he will be shown his failures, and will be given an opportunity to improve. When the record against a man gets so long as to demonstrate his unfitness for the service, he will be dismissed.

This record will be a private one, and no employee will be shown any record therein except his own.

#### BULLETINS.

In addition to the foregoing record, and for the purpose of making every accident and incident of importance happening on the road a lesson to all trainmen, there will be posted up on the bulletin boards brief statements of accidents, mistakes, and failure to observe the rules, with comments thereon by the proper official. No names will be mentioned on these bulletins. It is hoped that the examination of these notices will be instructive to the employees, and do much to prevent the recurrence of similar cases.

#### CONCLUSION.

It is confidently believed that, with this system in effect, a feeling of more security and confidence on the part of employees will be developed, and that the good men will be benefited and encouraged, while the unworthy, if there are any such, will be eliminated.

It must be understood that cooperation on the part of employees in the matter of this reform will be of great assistance in producing good results, and that to this end it is very desirable that exactly correct accounts of mishaps occurring on the road shall be furnished by the parties interested.

It must be understood that the right to summarily discharge for serious offenses is not given up on the adoption of this plan. The record of the present employees up to date will not be entirely ignored, but it will be put in the background to the extent of giving everybody a new start on the date this change goes into effect.

Several articles have been written by Mr. George R. Brown, General Superintendent of the Fall Brook Railway, which have appeared in Locomotive Engineering and Baker's Railway Magazine and other magazines during the year, and I acknowledge herein my indebtedness to Mr. Brown for some of the ideas advanced in this paper.

The object of the system of discipline by record and bulletin, as we understand it, is:

First: "To secure a higher state of efficiency. Strict discipline is essential to successful operation. No continuous service performed by man can be perfect, but a high state of discipline and a careful selection of our men will naturally produce a better class of service and results."

Second: "To avoid loss of time and earnings of employees."

Third: "To judge each case of an erring employee on its

merits with regard to his previous record and his probable future availability."

Fourth: "To stimulate employees to cooperate with the Company, which is to their mutual advantage."

Fifth: "To enable the employee to gain in self-respect, in loyalty to his employer, watchfulness and zeal for his interest, and to realize that they are practically his own, and to establish discipline in which the element of force is not predominant."

Sixth: "To become acquainted with each case of discipline through the bulletin notices and learn from them the lesson which is taught by the failures of others."

Seventh: "To inspire and develop in all employees a feeling of security and confidence that faithful service will be appreciated and rewarded by their uninterrupted attention to duty, and also that those who are habitually careless and indifferent to the Company's as well as their own interests, will be dropped from the rolls."

In addition to this, we find after a year's experience that it is better, if possible, to eliminate all notions that these records and bulletins are intended as a punishment for the many irregularities and weaknesses in our men, and we try to have them understand that it is not our intention to make them suffer either financially or by any personal embarrassment, but to simply point out by a careful record their deficiencies and the different points in their makeup and service which they are to improve on.

We find by appealing to their pride, honesty, self-interest, and sense of right to make them more careful and better railroad men and assure their future welfare that we are well paid, and, in nine cases out of ten, we are met half way and our efforts are appreciated so that the result has been phenomenal. The one time in ten where we fail, the man's makeup is altogether bad and he is dismissed.

We believe strongly in the "Golden Rule," and have undertaken to enforce in this system more of it, treating our employees, if possible, exactly as we would like to be treated under similar circumstances, knowing full well that a correction or

reprimand by our superior officers, the General Managers, is a great deal more acceptable and has more effect when given in this spirit.

The former records of our employees were not wiped out or done away with, but the old book was closed and filed in the Superintendent's office as a history to be used in running down past services of employees when necessary, and as it was not thought desirable that all employees should be started, on the adoption of the Brown System, on an equal footing, but that those employees whose records have been uniformly good in the past should have to a certain extent that advantage over employees whose records had not been so good, these books have been valuable; also because it was not intended that a new employee just entering the service should start off with, and have an equal standing with the Company with our old-time employees; and further, the old records were valuable in case we had employees who had been negligent and incompetent, and whose records were not so good, and who were already possible subjects for dismissal.

All cases are personally investigated and passed on by the Superintendent with the aid of the heads of departments concerned except those of enginemen and employees in the Machinery Department, who are handled by the Superintendent Motive Power and Machinery until they are over the turntable for road service, and all records and bulletins except as above mentioned are issued from the office of the Superintendent, providing that they may bear the signature of the Trainmaster if so desired.

If the case is of a trivial nature and the facts clear, a report is made in writing to the Superintendent and a record to be made is suggested, and he may approve the recommendation or he may throw the case out entirely as not serious enough for a record.

In every case the employee who is disciplined receives an exact copy by mail of the record entered against him in the record-book. All bulletins are posted on record bulletin boards

for an indefinite period, but it is intended to take them down and paste them in books every three months. The record-books are kept in the office of the Superintendent Motive Power and Machinery and the Trainmaster. A copy of every record and bulletin affecting enginemen is sent to the Superintendent Motive Power and Machinery, and all those affecting trainmen, to the Trainmaster, and when a record is made against the enginemen for failure in mechanical handling of engine, equipment, or any other shortcoming, by the Superintendent Motive Power and Machinery, a copy of such record and bulletin is sent to the Superintendent, and copies of all filed with the General Manager, in order that he may at all times be kept fully advised of the exact standing of each employee.

It will be noted by our circular that the right to summarily discharge for serious offenses is not given up on the adoption of this system, and, for such as disloyalty, insubordination, intemperance, whether on or off duty, and dishonesty, we reserve the right to dismiss from the service entirely, the same as we did under the old system, and in such cases we do not pay much attention to the record, although it may be set down as an axiom that a record will be found against the man guilty of either of the above-named causes.

Some minor offenses are handled by simply reprimanding, such as neglect of some unimportant duty for the first time, the failure of which did not or could not have endangered life or property.

We have applied this system to our agents and operators and found it to work so well that, on the 1st day of January, 1897, it was also adopted in the handling of our Track, Bridge, and Water Forces, especially section foremen, carpenters and gang foremen, and all whose positions are considered fixed or permanent. To the floating force, like laborers on sections, it has not been applied.

Inasmuch as operators, agents, and track foremen do not get to see our bulletin boards, we send a copy of every bulletin to each employee in the same service so that they may have the

same opportunity to be advised and profit thereby as the men in train service.

Every case of neglect of duty, violation of rules or instructions, and bad conduct is investigated by the head of that department, and should the case involve employees of more than one department, the several heads interested jointly conduct investigations, the same as under the old system.

It is very desirable to make credit records on the opposite page of the book, and also to make credit bulletins where some particularly meritorious service has been rendered by employees. It is not often, however, that cases of this kind develop, and we do not conceive that it is at all essential to the system that this should be done, but, of course, it has its good effect upon the men, and is considered a good thing to do.

The following records and bulletins will, I hope, suffice to give you a better idea of the way they are handled, and for that purpose they are copied verbatim, leaving out, of course, the names of employees referred to in them:

Mr. —, Conductor.

Feb. 15, 1896.

Record is entered against you for failure to put off two ladies with children at Glenn Carbon, their proper destination, on train No. 2, Feb. 15, and failure to discover that they did not get off until after passing Edwardsville, when it was necessary to back up one half mile to station, and leave them.

Conductors must know the destination of all passengers, and it is your duty to see that they get off there.

The Bulletin in this case reads as follows:

Record Bulletin No. —.

Feb. 15, 1896.

On northbound passenger train on recent date, two ladies with two children held tickets to Glenn Carbon, and for some reason did not get off there. The conductor did not discover the fact until one of the ladies spoke to him after leaving the next station, calling his attention to the fact that the station had not been called, and that they were carried by. The train was

backed up a distance of one half mile, and the ladies were left at Edwardsville, causing them great inconvenience and some expense.

Conductors must know the destination of their passengers and see that they get off thereat. It is quite a reflection on the conductor in this case that he did not find out the passengers were carried by until after passing Edwardsville and his attention was called to it.

Another Record reads as follows:

Mch. 3, 1896.

Mr. —, Brakeman.

Record is entered against you for failure to set up the switch while at work at Mine No. 10, Mt. Olive, Feb. 28th, on train 30, thereby causing serious damage to engine, which was allowed to run into a load track, when it should have gone into another. This was quite a serious matter, and was very careless indeed. Do not let another case of this kind occur.

The bulletin in this case reads as follows:

Mch. 3, 1896.

Record Bulletin No. —.

While switching at Mine No. 10, Mt. Olive, one of the crew failed to set up switch properly, and the engine was allowed to run in onto the wrong track, striking loaded cars and doing serious damage. The cost of repairs will be about \$50.00. Serious delay to trains was the result, and the engine was compelled to go to the shop for repairs. This happened at a time when we were short of power, and the loss of the engine for a few days was felt over the entire road. Trainmen must give switches more attention.

Another Record reads as follows:

Mch. 13, 1896.

Mr. —, Engineer.

Record has been entered against you for responsibility for accident at Bridge Junction, Peoria, morning of Feb. 25, between C. P. & St. L. engine and P. D. & E. engine, because

of your failure to properly protect your engine while moving over the main inbound track, on the time of the regular scheduled passenger train, during a foggy season. It was your duty, under the circumstances, considering the condition of the weather, and the fact that the P. D. & E. train was due, to send your flagman ahead to stop them, or wait on another track until their train passed.

The Bulletin in this case reads as follows:

Mch. 13, 1896.

Record Bulletin No. —.

A collision occurred recently on the tracks of the Peoria & Pekin Union between one of our engines going to the roundhouse, and a P. D. & E. inbound passenger engine. Investigation reveals the fact that C. P. & St. L. engine started over from the southbound track on to and across the inbound track to reach the roundhouse on the time of the regular schedule passenger train, during very foggy weather, and without putting out a flag.

The responsibility for this accident rests with the engineer of the C. P. & St. L. train, and the Superintendent of the P. & P. U. advises that, while it is not customary for engineers to at all times protect their train in making this movement, it is proper and right that they should not undertake it on the time of a regular inbound passenger train without first putting out a flag.

The C. P. & St. L. road becomes responsible to the P. D. & E. for all the damage to their engine. Please be governed in future by this experience.

Another record reads as follows:

Mch. 28, 1896.

Mr. —, Conductor.

Record has been entered against you for failing to personally examine seals on car of merchandise set out at Edwardsville on train 24, Mch. 20th, car No. 2008, Iowa Central. Conductors must make a personal examination of all seals on merchandise cars when they set them out, as well as when they pick cars up.

Investigation shows that you depended entirely on your two brakemen to report the condition of these seals. This you must not do.

The Bulletin in this case reads as follows:

Mch. 28, 1896.

Record Bulletin No. —.

A car of merchandise was set out by train 24 at a night telegraph station, and when the agent came on duty in the morning, he found no seal on one side and the car broken open and considerable freight missing.

Investigating, we find that the conductor did not personally examine the seals on this car when it was set, but depended on the brakemen to do so and report to him; and in consequence, we are now unable to locate the point where the car was opened, whether in the train before reaching the station, or after the car had been set out, and therefore are at a great disadvantage in arresting the guilty parties.

Repeated instructions have been issued to conductors that seal records must be taken by them when cars are set out, as well as when picked up, and it is of such importance that we will be compelled to take more serious action in the next case than charging it up to the conductor's record.

Other Bulletins recently posted read as follows:

Dec. 14, 1896.

Record Bulletin No. —.

A brakeman came on duty Dec. 12 to go north from Springfield, under the influence of liquor. He was not allowed to go out, but was discharged immediately, and under no circumstances will he ever be employed again by this Company.

This bulletin is posted for the purpose of keeping you all advised that the Company will positively enforce rule No. 200, and the same action will be taken in every case that comes to the knowledge of the officers.

Also another:

Jan. 13, 1897.

Record Bulletin No. —.

Another brakeman lost his position on account of violating rule No. 200. Boarding a passenger train en route to come out on his regular run, his condition was such that it was necessary to put him off at the first station and dismiss him from the service.

It is most unfortunate in two ways. First, that the man has a wife and family dependent on him for support. Second, that a promising railroadman, whose services heretofore have been good, has brought upon himself a setback and serious blow from which he will not soon recover.

This information is given for the benefit of all other employees who are serving under this rule.

A similar Bulletin was posted during the year in the case of an engineer who was found on duty under the influence of intoxicating liquor.

Other miscellaneous Bulletins have been issued, as follows:

Sept. 12, 1896.

Record Bulletin No. —.

A certain engineer has failed to send in his time-slips so that pay-rolls could be made up without carrying any time over to succeeding month. Notices have been posted frequently, calling attention to this point. Therefore this particular engineer is posted on the record.

Time-slips must be sent in immediately after the end of each month, as our pay-rolls must be made up by the fourth.

July 1, 1896.

Record Bulletin No. —.

An engineer on train No. 13, June 25th, slid and spoiled two pairs of wheels on sleeping-car 80, because of his failure to have brakes released after leaving a certain station. Trainmen endeavored to get a signal to him, but without avail, showing that the engineer and fireman are careless in not looking back after leaving stations, according to the rule. Engineers should be able to detect trouble of this kind when starting a train.

Space prevents giving more of these bulletins, but our intention is to cover with them every kind of irregularity and violation of the rules, giving the same attention to them as we would under the old system of reprimand or suspension.

Our record-books are common ruled ledger, similar to those kept by all roads, and the following are exact copies of two pages from our present books in use. The first is that of an engineer, and the second that of a conductor.

*Name*....., *Engineer*.

Born May 10, 1866. Unmarried, and residence Jacksonville, Ill. Employed Feb. 8, 1892.

Mch. 24, 1896. Record is entered against you for breaking one drawbar on A. T. & S. F. car 16999, at Stoehrs, Mch. 24, in starting train. Car was located six or eight cars from engine, indicating rough handling.

Aug. 3, 1896. Record is entered against you for refusing to go out on engine 50, Aug. 3, when called. It is the duty of engineers and firemen to go when called, regardless of engine they are assigned to.

Nov. 28, 1896. Record is entered against you for delaying train 29 twenty minutes, Nov. 28, on account of not getting up promptly when called.

Name....., Conductor.

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Born May 5, 1864. Married, and residence, Springfield, Ill. Employed Jan. 10, 1893. Promoted to Conductor July 20, 1894.

July 20, 1896. Record has been entered against you for failing to pick up loads at Pekin for Peoria on the morning of July 20, 1896, as instructed by the Trainmaster. On investigating we found that the agent at Pekin told you he did not have list made out but he had loads for you and would give you the waybills for them if you wanted them. The explanation that you were afraid the agent might have instructions to hold them and change the billing is not satisfactory in view of the positive instructions from the Trainmaster's office to take them. This kind of work we can not overlook.

Oct. 8, 1896. Record has been entered against you for leaving empty coal cars at Wabash Mine, on Extra 50 south, Oct. 8, 1896, in such bad shape the Mines could not start until No. 20 came along in the morning and switched them. You can not afford to assume that the Mine people had a team ready to switch out cars for loading when put in their tracks in this way, and you have been running on this division long enough to know what should be done in placing empties without an order from the agent or Trainmaster.

Dec. 1, 1896. Record has been entered against you for leaving Havana on train No. 21 on the morning of Dec. 1, against No. 22 without orders. You accepted clearance card and ran to Kilbourne knowing No. 22 had not arrived at Havana. This again exemplifies the importance of careful checking of the register at all junction points as instructed in the rules and special bulletins on more than one occasion in the past.

We have, on the Chicago, Peoria & St. Louis Railroad, subject to this system of discipline, 23 conductors, 82 brakemen, 40 engineers and 43 firemen, 28 agents, and 24 operators. We find that 21 conductors, 19 engineers, 24 brakemen, 3 firemen, 2 agents, and 7 operators have had records made against them within the year. Ten men have been peremptorily discharged for cause, but we have not dismissed a single man because of his bad records having grown too numerous, for, on examining the books, we find the greatest number of records against any one man is three.

Our experience has been also that in case we should have an undesirable man in our ranks, who has one or two records against him, and he should be guilty of some serious irregularity or violations of the rules wherein another *good* man was equally at fault, under this system, we do not consider it necessary that both men should be treated alike and given the same discipline. The undesirable man may be dismissed and his account closed, while the good man who has no records against him can be retained in the service, even though it was a serious case wherein we would, under the old system, consider it necessary to discharge both men, because both were equally responsible.

We find that our extra list is materially cut down and we are only carrying about half as many extra men as we did under the old system, and we do not have a number of idle men loafing about the yards and roundhouses, gossiping and annoying those at work, and "Satan finds *no* mischief for idle hands to do" with us, and above all, we get a great deal of satisfaction in knowing that we have no wives and little ones deprived of little luxuries or possible necessities of life because "father got 30 days' suspension," and if it should turn out that father is not competent or worthy, he is released entirely and allowed to go at once and hunt another place or another kind of work.

If there should be any Railroad Officer who may think that this method is not severe enough and more serious punishment should be applied, I hope he will believe us when we say that employees are all more anxious to avoid, and will make a greater

fight against one of these records than they would against a suspension, and several of them have personally stated in certain cases that they would be very glad if we would apply something else, even to a fine, if necessary, equal to amount involved for breakages or careless work, knowing that every record stands against them and is not wiped out and the bulletin which is posted tells all their associates what they have done, and it is only a matter of time until their account is closed, whereas, under the old method, they might serve 10, 20, or 30 days' suspension and balance the books.

If the number of men under a Superintendent working under this plan was very small, so that their daily actions and conduct came constantly under his personal supervision, records would hardly be necessary, as he could keep all their shortcomings and good qualities in his mind, and his occasional reprimands and personal talks with his employees would take the place of bulletins.

Where a large number of men are involved, as is the case in the ordinary railroad, it seems necessary that this process be systematized in the way it is now being done on the various roads that use this plan. I feel sure that this system will be an eminent success on any railroad where it is adopted, if it is carried out with the sole idea in mind of developing and encouraging the men, and where the idea of punishment is relegated as far to the rear as it is possible to do.

It has been demonstrated under this system that it is important to keep track of very minor offenses and omissions that would, under the old methods, pass unnoticed, and the special advantage of this is that it calls attention to the little shortcomings of employees whose general conduct and characters are good, believing that if we take care of the small irregularities, the larger and more serious ones will take care of themselves to a certain extent.

It appears to us that the plan adopted by a number of Railroads of giving marks—a certain number of marks being agreed upon in advance as the proper rating for various offenses, and

a certain total number of marks being nominated in advance as sufficient cause to dismiss a man—is entirely contrary to the spirit of this system, and I believe roads which have adopted this method of handling the matter will sooner or later give it up.

It is reported that thirty-two roads have adopted this system within the last two years, and with one accord the officers express themselves as pleased with its economical results, and all agree that their employees are much better satisfied than with the old methods.

I can not conceive that we should return to the old system under any circumstances, especially because of the great advantage in having perfect harmony and good feeling exist between officers and men, and the great improvement in our general condition, and how much easier and pleasanter it is to say, after investigating a case, "All right, John, go ahead with your work; we will make a record against you, and hope you will not get another," and have John leave our office in a fairly good humor with the determination not to have another record, instead of as we did heretofore, "John, you are suspended 30 days," and feeling a great uncertainty as to how John would put in his time during this suspension, and the possible inconvenience to his family, and see him leave the office angry, vowing vengeance on us and the road, and giving us a black eye whenever he could among his fellows.

In closing, I will say that we find it necessary to have our case on which a record is made absolutely sure and in such shape that there can be no question about the justice of it, but if at any time a record is made, and evidence develops afterwards that establishes the fact that we have made an error, we do not hesitate to acknowledge it, and cancel it, putting out a bulletin making the correction, and advising employees why it is done.

Mr. Huntington: I move the thanks of the assembly be tendered Mr. Rearden and a copy of his paper be printed in our Proceedings.

Seconded and unanimously carried.

Mr. Riley: Do you, Mr. Rearden, allow employees to board where there is a saloon in connection with the house?

Mr. Rearden: We do not, unless it is the only place they can find, either temporarily or permanently, in which case they are warned not to be about the saloon.

Mr. Bickell: Do you designate on your record any particular time or number of days' suspension?

Mr. Rearden: We do not consider the record a nominal suspension, but each entry is a memorandum of some particular irregularity. We reserve the right to close up the main account at any time. A man may make one or two or three records and then stop, and it may be ten years before he is guilty of any irregularity sufficient to record. He may be a valuable man. If he leaves our service, the fact that his last record was ten years ago does not hurt him.

Mr. Bickell: If you give credit for meritorious deeds, should not one offset the other and start a new record? Take your old system, you record every case of suspension and what it was for, and a man is presumed to have served out his suspension; you do not say it is wiped out, but it stands charged against him. The fact that he was suspended remains against him.

Mr. Riley: How many violations or infractions of rules do you allow before dismissal?

Mr. Rearden: That is entirely at the discretion of the Superintendent. The greatest number we have had so far against any man is three. If the man is known to be an agitator with a bad temper, and a lot of little things you know of, not sufficient to violate a rule or make a record, you can cut him off at two records or three, but another man with the same number of records may have been promoted, and shown himself in other ways to be a good man to keep, and we consider it best to give him another trial. It is not only my own personal experience, but articles I have read, and it is no doubt true, that railroadmen of every class and of every branch of service have improved morally in the last few years. After the war, the toughest

thumper you could find was the man you wanted. Railroads got a bad reputation on account of this class of men running trains, but the various Brotherhoods of Railroad Conductors and Trainmen, through efficient efforts of their officers, have done the men good, and it is not necessary to stand over them with a club and treat them as we used to. I hesitated somewhat before adopting this plan, fearing it was not a good idea to break away from our old rules and customs, but finally decided to give it a trial, and found that just as soon as the officers showed a willingness to treat the men better, and a bulletin was put out, they did do better, and they saw for themselves what they ought to do, and that is: care for the company's interests and make them their own. Occasionally you run across an agitator who is careless and only wants a stake, but you can get rid of him as before.

Mr. Campbell: How do your employees like the system?

Mr. Rearden: Very much. They are afraid of the record. Some few men would prefer a suspension so they could lay off and have a good time. This is especially true of unmarried men.

President: What further business have we?

Secretary: I have nothing further.

Mr. Nichols: I should like to present the name of Mr. J. D. Sickles, Trainmaster C. R. I. & P., for membership in this Division.

Mr. Riley: I second the nomination.

Unanimously carried.

Mr. Huntington: I should like to inquire what the usual procedure is to amend our Rules of Order.

Secretary: The amendment must lie over until our next meeting.

Mr. Huntington: I move the word "maintenance" be stricken out of Article 2 on the object of the Association, this being necessary in order for us to be consistent.

Seconded by Messrs. Armstrong and Nichols.

President: This will stand over until next meeting.

Mr. Rearden: I should like to make a request of the members before we adjourn; that is, that they kindly meet now for the Car Service Association Meeting, so that a number of us can get away on the afternoon trains.

Mr. Bickell: I second that request.

Adjourned at 12:10 p. m.

F. L. TOMPKINS,  
President.

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

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Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, February 12, 1897.

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Meeting called to order at 11:15 a. m., with President  
Besler in the chair.

The following members were present:

B. & O. S. W. Ry.....Mr. H. C. BARNARD.....Supt.  
    "      "      .....Mr. I. L. BURLINGAME..Trainmaster.  
C. B. & Q. R. R.....Mr. W. G. BESLER.....Supt.  
    "      "      .....Mr. J. C. BARTLETT.Sup. Release Dep.  
    "      "      .....Mr. W. S. GLOVER.....Chief Disp.  
C. C. C. & St. L. Ry...Mr. W. G. BAILEY.....Supt.  
C. & A. R. R.....Mr. W. E. GREY.....Gen'l Supt.  
Ill. Cent. R. R.....Mr. C. A. PARKER.....Gen'l Agent.  
M. K. & T. Ry.....Mr. M. SWEENEY.....Sup't Trans.  
Mo. Pac. and St. L. I.  
    M. & S. Rys.....Mr. J. F. JONES.....Term. Supt.  
St. L. C. & St. P. R. R..Mr. D. C. FREDERICKS..Car Ser. Agt.  
St. L. K. & N. W. R. R.Mr. W. E. CUNNINGHAM.Supt.  
    "      "      .....Mr. H. MILLER.....Ass't Supt.  
    "      "      .....Mr. A. T. PERKINS.....Term. Supt.  
T. R. R. A. of St. L....Mr. E. P. BRYAN.....V. P. & G. M.  
    "      "      .....Mr. EDW. DUNLOP.....Supt.  
    "      "      .....Mr. F. X. ROEDERER...Joint Agent.  
T. St. L. & K. C. R. R..Mr. A. L. MILLS.....Gen'l Supt.  
    "      "      .....Mr. L. T. WESTRICH....Supt.

Wabash R. R.....MR. W. A. GARRETT....Supt.  
“ “ .....MR. C. B. ADAMS.....Car Ser. **Ag**  
“ “ .....MR. J. A. ROEDERER....Agent.  
Wiggins Ferry Co.....MR. G. L. SANDS.....Manager.  
“ “ .....MR. J. J. BAULCH.....Gen'l Ft. **Ag**t.  
St. L. T. Co.....W. G. BESLER.....

The following visitor was also present—Mr. W. M. Prall,  
Manager St. Louis Car Service Association.

#### **Reading of Minutes.**

President: As is customary, unless there are objections, we  
will dispense with their reading.

#### **Unfinished Business.**

Secretary: We have none on hand.

#### **Reading of Correspondence.**

Secretary: I have a copy of the proceedings of the last  
meeting of the Kansas City Association of Railroad Superin-  
tendents which shows the following resolution by Mr. C. W.  
Kouns:

“A short time since, the Association of St. Louis extended  
to the members of this Association an invitation to attend their  
meeting January 8, which was accepted by a number of the  
members, and Mr. W. A. Garrett, Superintendent of the Wa-  
bash Road, kindly extended the courtesies of that road, provid-  
ing free transportation and sleeping-car accommodations for all  
the members who attended. I move that we extend a vote of  
thanks to the St. Louis Association for the courtesy of their  
invitation, also that we extend a vote of thanks to Mr. W. A.  
Garrett, Superintendent, and Mr. James Laughlin, Trainmaster,  
of the Wabash Road, for their extreme courtesies during the  
trip, and that a copy of this resolution be spread upon the min-

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utes of this meeting and forwarded to Mr. Garrett and Mr. Laughlin, and to the St. Louis Association."

Motion was duly seconded and unanimously carried.

President: Unless there is objection, our Secretary will include this with our minutes for this meeting. What have we further?

Secretary: We have the following letter from Mr. W. M. Prall, Manager of the St. Louis Car Service Association:

St. Louis, Mo., February 4, 1897.

Mr. W. G. Besler,

Prest. St. L. Div. C. A. of R. O.,  
Beardstown, Ill.

Dear Sir: I enclose herewith my Annual report for the year 1896, and, as President of the St. Louis Div. Central Ass'n of Railroad Officers, desire to attract your attention to the possibilities of saving in terminal expenses by the railroad members of your Association, who are not yet members of the St. Louis Car Service Association.

I think if it was more generally understood that every car diverted from one road to another was not an entire loss, that it would then be possible to persuade the roads at East St. Louis to join the Association and obtain advantages that inevitably accompany proper methods in handling of cars at terminals.

Yours truly,

W. M. PRALL,  
Manager.

President: I presume that most of our members have received a copy of this Annual Report. Admitting all that may be said against Car Service and a Car Service Association, it must be conceded that this report is a most excellent showing; and, inasmuch as the Car Service Association is not only self-supporting, but also a source of revenue to its various Members, it seems to me that we in this Association—I refer to those

Members from the East side—can well afford to study carefully what is here presented.

An examination of our proceedings for the past five or six years will show that at intervals during more than half this time we have had before us this question of adopting Car Service rules and joining the Association at East St. Louis. We have in these discussions had some very able arguments presented, both for and against the Car Service Association, so that personally, while at one time I felt that Car Service was the only thing, my views and impressions have been subjected to such changes and alterations that at present I am in much the same condition as the Statesman from Georgia who wished to know "Where was I at."

I wish to call your attention to the following six declarations made by Mr. Prall in his report:

First: It is exceptional for cars to lodge on the hold tracks.

Second: It is the rule that cars are properly placed for unloading either on delivery tracks or on sidings before the first 7:00 a. m. after their receipt.

Third: That there is practically no complaint from consignees for delays to cars after their arrival, or from consignors for delays in placing empty cars for loading.

Fourth: That there is practically no complaint for delays to through freight.

Fifth: That the reports for Car repairs show a reduction of 50 percent or over.

Sixth: That the saving in direct expenditures at the various stations on the same volume of business (comparisons being made with the years before this Association was placed in working order) is so pronounced that it would be to the interest of each of our members to investigate thoroughly and have reports made giving exact figures for same. In conversation, estimates have been made that justify me in believing that the saving in direct expenditures (no calculations being made for other well-known benefits) would total \$150,000 to \$200,000 per year. One

of our members, the Wiggins Ferry Company, has partial figures showing an actual saving for the year October 1, 1895, to September 30, 1896, inclusive, of over \$20,000.

If these six assertions are correct and can be shown to be the result of Car Service rules, then can it consistently be claimed by anyone that Car Service is detrimental to the interests of any Road? Even if only one half is correct, or can be ascribed to the influence of Car Service rules, which otherwise would not have been accomplished, is there not still in this half sufficient merit to warrant more than passing notice?

Finally, we have heard in this Association the assertion made by a Member, that all of this, and perhaps more too, was being accomplished by their Road without the aid of Car Service at all. If this be true, then what need of Car Service at all, and why can not all Lines do equally as well? I do not apprehend that there is a Member here today who will claim that without Car Service he is obtaining these six results; and again, I presume I am safe in saying that some will claim that this is not being fully accomplished even with Car Service, as is here claimed.

The straw has been so thoroughly threshed over that it would seem to be almost futile to make further effort, and so it will if we adopt the same old methods. If there is anything in it, it will have to be brought out by new methods, or expressed in terms of the spirit of the times by improved machinery.

In October, 1895, the Bridge and the Belt at E. St. Louis adopted Car Service rules, and have since enforced the same as I understand with great benefit and satisfaction to themselves. Most of you will remember the great scattering there instantly took place among the "hold" cars on their tracks, and the number of cars we likewise found in our possession just then and since that time which we must hold. As far as this goes, it is evident that the adoption of Car Service rules accomplished for those two Companies undeniably a great good; and what it accomplished for them it would seem it could also accomplish

for others. In conclusion let me quote the last paragraph of Mr. Prall's report:

"These rules were not the growth of a day, their efficiency having been attained through various modifications during the years 1891, 1892, and 1893, and have stood without amendment since February 1, 1894. They are practically the best thoughts of our Superintendents of Car Service, Local Agents, and your Manager, being made to fit actual conditions."

If these rules can be made to fit our actual condition at E. St. Louis and there shall be no expense to our Companies, but on the exact contrary, as shown in the report, a source of revenue to them, it occurs to me that perhaps the subject of Car Service at E. St. Louis, although it has been repeatedly "sat upon" and pronounced dead and formally buried, might perhaps again be resurrected and given a new course of treatment, to see if possible or profitable to again resuscitate it.

I submit this for your consideration.

Mr. Parker: We have been working on car service on the east side for some years and are somewhat discouraged. Last fall I took up, with the managers of the east side lines, the question of car service in East St. Louis, and the result was that we could get the vote of approval of all the lines, except the C. & A. and Vandalia, and if we can now get the Vandalia to see it as we do, it will be to the interest of all to go in without the C. & A., who have agreed to live up to the rules of the Association, though not willing to become a member of same. The Vandalia has been the stumbling-block thus far, and I would like to see the matter discussed so that if possible it can be presented to them in a new light.

Mr. Mills: I can offer nothing to what has been said, only that I would suggest that it might be well to take the subject up with the new management of the Vandalia, and I think that Mr. Parker is the best man to handle it.

Mr. Parker: I will say that I had in mind the question of

taking the matter up with the Vandalia at some future time, thinking it best to leave it alone for a time.

President: I thought it possible that by introducing the matter at *this* meeting we might think it over in the next thirty days and devise some means of tackling it from a new point and give it a radical treatment. I do not apprehend that there is anyone here who is prepared to give anything as final for his company today, so perhaps we will accomplish just as much by allowing it to lay over until next meeting, and make it a subject for discussion at that time.

Mr. Garrett: The question has been agitated so much that I think that is the best disposition to make of it.

President: Unless there are objections, we will handle it in that way.

#### **Reports from Committees.**

Secretary: We have a report to hear from chairman of the committee on car rental.

Mr. Perkins: The committee on car rental has prepared a report, representing the ideas of the committee in general, but which has as yet only been signed by a majority of the same. The third member is not yet ready to sign, but we thought that the report had better be turned in so that it might be discussed.

St. Louis, Feb. 12, 1897.

Mr. W. G. Besler,

President St. Louis Division,

Central Ass'n of R. R. Officers.

Sir: Your committee on "Rental charge for cars used in switching service only," having taken into consideration that many cars, with loads originating and having final destination entirely within switching limits of St. Louis and East St. Louis, are handled with no other revenue than a small switching charge; that the wear and tear to cars in such service is even greater than in road service; that, under the present general

mileage system, the owners of such cars, when not the switching companies, get absolutely no compensation for their use; that cars are both worn out and badly delayed in such service by switching and transfer companies owning no cars of their own; and that experience, both in this and in other cities, has shown that a reasonable rental charge for use of cars in addition to switching charge for moving them may easily be obtained from parties demanding such service — respectfully recommend the adoption of the following:

Resolved by the St. Louis Division of Central Association of Railroad Officers, that on and after April 1, 1897, the following arrangements be carried out by all members:

(1) a rental charge of one dollar per car be made for use of each switched car which is both loaded and unloaded within the switching limits of St. Louis and East St. Louis, on which no other charge than a switching or transfer charge for the movement is made, and on which no mileage charge accrues to the owners;

(2) that such charge cover the use of car for free time allowed under St. Louis Car Service Association rules;

(3) that such charges be remitted monthly to the railroads owning the cars, or, in case of cars belonging to foreign roads having no terminals in St. Louis or East St. Louis, to the railroads to which cars should be returned for homeward movement;

(4) that one half of all car service charges accruing on such cars be also remitted to the road owning the cars, or, in case owners have no terminals in St. Louis, to roads to which cars go for homeward movement, as compensation for detention of cars in such switch service.

C. F. PARKER,

General Agent, Illinois Central R. R.

A. T. PERKINS,

Sup't of Terminals, St. L. K. & N. R. R.

President: You have heard the report of the committee; what do you wish to do with it?

Mr. Barnard: I wish to say, Mr. President, that for the present at least, I can not assent to the majority report just made, for the reason that our company does not think that this is the proper time to take this matter up. Practically they think it increases the switching charge, and therefore might invite hostile legislation, but in reference to the car service charge being divided as suggested there, that is, as we understand it, in direct conflict with the car service rules. We might suggest that this ruling might give an unfair advantage to the private car owners. I would not say that our company will not sign that, but at the present time they will not.

Mr. Sweeney: I move that the report of the committee be received.

Seconded. Carried.

Mr. Parker: I merely want to supplement the remarks made by Mr. Perkins, chairman of the committee, and in answer to the statement made by Mr. Barnard relative to the legal aspect of the case. It seems to me that this clause calls for revenue for service performed. I do not believe that there can be any law made to compel any corporation or company to give service for nothing, and this does not add to the switching charge in any respect; it is an additional charge made by the owner of the car for service performed; it is their compensation for the use of cars and other equipment.

Mr. Perkins: I would like to say, in addition to Mr. Parker's remarks, that I had presented that feature of the matter to the legal department of the Burlington Route, and it had been approved as perfectly legal; that no matter whether or not we were obliged to charge only a certain sum for switching cars, we were at perfect liberty under that to make a proper charge for the use of equipment in a case of the kind in question.

Mr. Mills: I would like to ask the committee what made them fix the rental at \$1.00 per car.

Mr. Perkins: The idea in fixing the rental at that figure

was a matter of care in not making it excessive. We felt though that \$1.00 might not in all cases be adequate compensation to the car owners, and we wanted to establish the fact that it was all right that such a charge should be made, and that the owners should be getting some compensation that seems to us to be a reasonable amount. A similar charge made at Kansas City is \$3.00. We did not consider it advisable to make such a large charge, as we did not in any way want to discourage switching business. The Mo. Pac., we understood, thought that if a large charge was made for the use of cars, in addition to the switching charge, it might affect their revenue from local switching business by compelling the people to team their goods, and we felt that a charge such as we have mentioned in our report was reasonable.

Mr. Sweeney: The question is one that I have not yet given any consideration, and I feel that just now we should defer it until next meeting, having a copy of the report made and sent to each member, so that they could come prepared to consider it in all its phases at the next meeting. I know that, so far as Kansas City is concerned, the arrangement is in effect at \$3.00 per car, and which has been changed once or twice.

Mr. Bailey: The Big Four Co. has recently made a regulation such as the one in question, providing for a charge of \$2.00 per car on business along the road.

Mr. Jones: I do not know that I have anything to offer, but I will say that, so far as the Missouri Pacific is concerned, we are opposed to any proposition of that kind. Also, that we think it would be detrimental to our local switch business.

Mr. Dunlop: We are not an owner of cars, but we find, as a switching institution, it will be rather a detriment to make a rental charge, and our switching charges will not admit of anything being taken out of them for this purpose.

Mr. Perkins: Mr. Dunlop, could not such a rental charge be made in addition to the switching charge, so long as it is perfectly legal?

Mr. Dunlop: I daresay that it could be made, but it would

cause us a great deal of damage by reason of the freight being teamed over the river, and between local industries, instead of being switched in cars as at present, and we believe that for the valuable facilities we have furnished we should get some returns.

Mr. Perkins: Do you not think that it is to your advantage to furnish these facilities?

Mr. Dunlop: No, sir.

Mr. Parker: If, as you say, it would increase the teaming, would that not result in more prompt return of the equipment to the lines?

Mr. Dunlop: No doubt it would in some cases.

Mr. Prall: I do not see that it has anything to do with the Car Service Association, except as to the recommendation of the division of the earnings.

Mr. Parker: Do you conceive any complication arising from this division of the demurrage charge on particular cars used in switching?

Mr. Prall: There is where the complication would arise. One of the most important provisions in the Car Service Agreement is that the car service collected belongs to the road collecting the same, and this seems to be in accord with the decisions of every judge before whom the question has been brought, they invariably sustaining the rules of the Car Service Association as the individual act of an individual road, and as a reasonable regulation of said rules, and the car service charge is sustained as a factor in the enforcement of said reasonable regulations.

If you divide the earnings, you are not in harmony with the courts' decisions, because, most particularly in the case at Louisville, the courts exhaustively investigated as to the grounds upon which the charge should stand, and they gave consideration to the entire investment of the railroad, not only as to its cars, but as to its roadway, locomotives, freight and passenger stations, etc., ruling that a charge of \$1.00 per car per day, as assessed, was not in excess of a proper consideration when the entire responsibility of the railroad as towards the general public is given full consideration. Consequently, the court decided tha

the charge was reasonable and should be enforced, the authority for the collection on a foreign car resting upon the fact that the railroad delivering the car was, at the time being, practically the owner of said car.

Mr. Perkins: Has this matter ever been taken up in exactly this form? The committee, in making this report, took into consideration that this charge would not be made for the use of equipment as a proper demurrage charge, but that that portion which we recommended be remitted to the owners of the cars was a reasonable compensation to be made to the owners for the detention of the car. The situation being entirely different from the handling of a car which had been covered by a contract or bill of lading. This arrangement was to be made merely to cover cars moving from one track to another within certain switching limits. This switching service is not one that the railroads need give unless they see fit to do so. In fact, in Chicago, almost all roads refuse to allow their cars to be used in switch service, and it is also a fact that when they do furnish cars for this service, they almost invariably furnish a foreign car.

Mr. Prall: I have not questioned the propriety of making the charge, as per the recommendation of the committee, but the point raised by you and Mr. Parker as to the division of the car service charge, after a car has been placed and stood in a reasonable position for unloading, is not in accordance with the rules and regulations of our Association. You have recommended a division of the car service earnings between the road making the collection and the owner of the car. My remarks were in opposition to that part of your recommendation. The courts have fully established the right of the road delivering to assess and collect the car service charge. They have not, to the best of my knowledge and belief, decided that the owner of a car would have any right to the earnings of said car under such conditions.

In regard to the movement of a car to the rails of a connecting line, I agree with the committee that every road has full

authority and is justified in refusing to make a delivery to a connecting line, unless said connecting line will agree to reasonable regulations in the handling of its car on said line. But the moment they allow said car to go to the connection, said connection becomes responsible for the safe return of the car in good condition, and whenever there is an obligation on the part of two parties in the handling of any property, the law recognizing same, it must have been on account of some consideration exchanged between said parties, and although it may not have been specifically made on account of each individual transaction, still the consideration is somewhere, or has somewhere else been made between the two roads. Consequently, the road hauling the car has a right to the earnings of the car so long as it is on its tracks.

Mr. Perkins: The fact of the company handling the car getting that \$1.00 per car for its own service from the consignee does not, it seems to me, prevent that road from turning one half of that same revenue over to the owning road for the use of the facilities it is getting from the owning road.

Mr. Prall: The question of the control of the car is one of direct contract between yourself and the connecting line. This question is one of revenue collected from the general public.

Mr. Perkins: The reason that the Car Service Association was mentioned was in order to have the payment for the length of time the car should be used governed by some well-established rules, and the Car Service Association rules was a very good set to use.

Mr. Sweeney: I move that further discussion of this question be deferred until the next meeting, when we will be better prepared to give it consideration. Seconded. Carried.

Secretary: We are to hear from Mr. Adams, chairman of the committee on Pooling of Freight-Car Equipment.

Mr. Adams:

To the President and Members of the St. Louis Division,  
Central Association of Railroad Officers:

Your committee appointed December 11, 1896, to compile a report concerning the "Pooling of Freight-Car Equipment," from such information as has already been submitted, and as contained in the proceedings of the annual meeting of your Association held at Toledo in July, 1896, and in those of the St. Louis Division, in September, 1896, beg leave to submit the following:

In the paper referred to, the writer points out an evil that exists, and one that your committee feel has been a familiar subject to every official in the operating departments of railroads for some years, that is, there are more cars than the tonnage of the country justifies, speaking of the roads of the country as a whole. Your committee fully endorses these views, but the remedy proposed, in our opinion, will not eradicate the trouble. In fact, we sum up the proposed plan in few words: Impractical, and the remedy worse than the disease.

In dealing with this question in detail, as outlined by the general committee in charge of this subject, and as set forth in their letter of August 28, 1896, we desire to point out the necessity of viewing this proposition from two different stand-points, viz., local and through traffic. Also the fact that conditions differ on roads and localities. What is practical on one road is impossible on others, what can be done in one locality can not be done in another.

As the local tonnage exceeds the through tonnage, we must assume that most of the existing equipment owned or leased by railroad companies was built to be operated in local service, and your committee are of the opinion that the best interests of the roads can be served in retaining control of their respective equipment.

On through business many vexatious delays occur, caused principally on export freight held in cars awaiting ocean trans-

portation, for reconsignment or sale, transfer of cars for weight and inspection, also the transfer of cars in order to keep equipment on home roads.

The pooling of freight cars would undoubtedly overcome the delays to cars caused by transferring them in order to keep equipment at home, but how can we expect this scheme to overcome the shortage of ocean transportation, the reconsignment of freight, the transfer of cars for weight and inspection, and the holding of cars for sale of the contents, etc.? There can only be one way to accomplish the result desired under such a system, and that is to vest the general manager of the railroad car pool with such a scope of authority, that, in our opinion, would be detrimental to the railroad interests.

Your committee believe that there is a remedy that can be applied which will be more effective, simple, and equitable in operation, and which will retain the control of equipment in the hands of its owners. We refer to a per diem instead of a mileage rental for the use of freight equipment.

Our answers to the questions asked by the general committee are given below:

Question 1.—In the event of all cars being put into the pool, as outlined in said paper, to what extent would it facilitate the movement of freight and cars, decrease clerical work, telegraphing, etc., taking into consideration that, under the present arrangement, all initials, and in many cases the size of equipment, have got to be wired, and in most cases orders for the movement of cars have got to give this information?

Answer 1.—On box car equipment an increased movement could be made in the distribution of empty cars. Clerical force could not be reduced, as the only saving in records would be in recording the initials of cars; numbers would have to be recorded in the same manner as they are at present. The time now consumed in tracing and answering tracers for particular cars, explaining delays and misrouting would be taken up in making reports to the chief officer of the pool, or his assistants.

Question 2.—In the carrying out of these instructions, how

much switching, empty mileage, etc., would be saved by being enabled to move the desired equipment regardless of ownership, not having to switch out the different initials, etc. ?

Answer 2.—We are not prepared to say how much switching could be saved; on roads doing a heavy through box car business and depending on numerous connections for cars, it would amount to considerable.

Question 3.—In the storing of empties, how much might be saved where you could be able to sort out the different sizes of cars as you store them, knowing when you are called upon to move these cars, the first cars in the switch would be moved first?

Answer 3.—With modernized terminal yards and sidings connected at both ends, the additional switching saved would be slight. Empty mileage could be reduced to some extent.

Question 4.—How much delay, telegraphing, etc., can be saved in doing away with the holding of equipment, asking for home routes, etc. ?

Answer 4.—With active business, there is very little delay to cars awaiting for information as to home routing. By a proper system of cards and reports, delays for this cause can be reduced to a minimum. As to the saving in telegraphing, while, in our opinion, it would reduce the number of messages to and from the officers of the roads, it would not reduce the number of operators, and we can not say what wire service would be necessary in communicating with the officials of the car pool.

Question 5.—How much less work would be caused, always being able to load the same cars out as soon as unloaded, instead of as present being required to switch the empty out and another one in because the one made empty is not in accordance with the home routing of cars, especially so at large and important terminals where, in the majority of cases, the freight houses and team-tracks are located entirely on spurs, or one-end switches?

Answer 5.—A small amount of switching could be saved, but if figured by dollars and cents, we should say none.

Question 6.—How much saving would you estimate there would be in reduction in number of inspectors under the proposed plan; reduction in number of repair-tracks to maintain or set aside for bad-order cars; number of repair-shops necessary, each road now having to keep and maintain a stock of material for repairs?

Answer 6.—None.

Question 7.—What, in your opinion, would be the result, from a maintenance of way standpoint, in reducing the number of cars to handle a given amount of business from 25 to 30 percent; also from the decrease in handling in large yards of 25 to 40 percent, or such percentage as you may consider would be saved under the proposed plan?

Answer 7.—We do not believe the proposed plan would save the maintenance of way department or the yardmasters' department a dollar.

Question 8.—What is your opinion as to the contemplated method for marking the cars with a view of designating equipment as to class, length, and capacity?

Answer 8.—We would favor some simple marking that would designate length, class, and capacity.

Question 9.—What is your opinion on the basis of compensation as per the earning capacity of the car?

Answer 9.—We favor a scaling rate on freight cars. 1st class to cover high-class refrigerator cars; 2d class, refrigerator and furniture cars, also fruit, box, and stock cars; 3d class, coal, flat, and tank cars.

Question 10.—What is your opinion on the proposed plan for basing car repairs and other expenses?

Answer 10.—On the number of cars put into the pool.

Question 11.—What is your opinion on the proposition in general?

Answer 11.—Detrimental. But we believe that this proposition has been productive of thought and study on this subject. It has led to investigation, and we believe and hope it may lead

to the adoption of some different method that will improve those now in vogue.

All of which is respectfully submitted.

(Signed) C. B. ADAMS,  
M. SWEENEY,  
W. E. CUNNINGHAM,  
Committee.

President: You have heard the report of the committee; what is your pleasure, gentlemen?

Mr. Garrett: I move that the report be received and the committee discharged. Seconded. Carried.

President: Is there any discussion desired on this question?

\* \* \*

It was the sense of the meeting that this report fully covered the views of the St. Louis Division and should be submitted to the committee appointed by the Central Association as the result of the investigation by this Division.

#### **New Business.**

Mr. Garrett: I would like to say, Mr. President and gentlemen, that at the last meeting of the Kansas City Association, which was on Wednesday last, I brought up the question of joining the Central Association, and presented figures showing the approximate cost, and the Association appointed a committee of one to investigate and present the question at the next meeting, when we are in hopes that it will go through.

President: We had notice on our call for today's meeting that if there was time, we would take up for discussion the Topics on Train and Yard Service, but as it is almost 12:30, which is our time for adjournment, we shall have to defer it until some other time. In conclusion, I will ask your attention to the following article which I found in the Age of Steel, of January 9, written by Fred. Woodrow, and which I thought

covered our situation in this Association so excellently that I have paraphrased it to fit our case. Here is what it says:

What an Association expects it does not always get. In some cases, and perhaps in most, it is better for it that it is so. It is said that children with more thumbs than birthdays, mistaking the moon for a lozenge, stretch out their hands for the luminous orb. They never get it. Some of the older children, with wisdom teeth in their gums and a long series of years to their credit, occasionally indulge in the same kind of folly and repeat the same experience. Perhaps all of us are more or less liable to be looking for salmon where we find but shrimps, and to be climbing trees for plums where a robin finds only berries. It may be in expecting more than we get that the man who would be half-hearted in chasing a rabbit becomes downright earnest in pursuit of a deer. Ideals are magnets and an Association without an expected and as yet unrealized good is just as likely to bestir itself as an oyster is to take a swim. There must always be an upper round in the ladder, and an unsecured apple on the tree, or we stop at the bottom of the one, and never put our hand on the other. Now it is not to be denied that, while everybody endorses this fact, there is quite a respectable crowd who expect the apple to fall in their mouths, and fortune, fame, or whatever else may be, to find them out as a turkey does its roost, and a possum, its hotel. It so happens, however, that the pudding full of plums is only his who makes it. What an Association gets, it has to give. What we call the rewards of patience, industry, integrity, and endeavor, are growths and not presents. They have their taproot in the qualities that made them possible. The acorn first, the oak next. We can make a hairpin, but not a tree. It is true that we hang oranges on a Christmas bush, pin diamonds on cambric, and put coronets on imbeciles; these, however, are but adornments and not rewards. They are from without and not from within. We have seen an ape on a masthead, a pig in a parlor, and a fly in a crock of cream, but the one was still a gentleman with a tail, the other

but vitalized bacon, and the other, but food for the spider. The Association which realizes a high ideal in its business, its usefulness, or its character is what it is by its own inherent qualities. It has gained its status, not by the yard, but by the inch, and by the atom, and not the mass. The Andes was once but a molehill, the river running to the sea, but a crystal thread in green moss and musical pebble, and the luminary, but a spark. In the formation of a character that to other eyes is a stately and magnificent structure, the sculptured column was once but a rough block. Stone by stone, and pillar by pillar, from the buried foundation to the sunlit pinnacle, the grand characters of history have been fashioned along the pathway of time. In the world of business, as in the heroes of history, its leading figures have not been ready-made, but developed. This is not saying that a successful businessman is always what he ought to be, but, so far as commercial success goes, he had to search for the diamond, even if he stole it. He may be no better for his gains than Cleopatra was for swallowing a pearl, but he had to track the deer to get his venison. Prosperity is not to be called into any man's door by his whistling on the doorstep. It has to be sought out as is a precious stone in a mine, or a pearl in an oyster-bed. In the higher objects of life, and strange as it may seem to some who are risking body, soul, and spirit in pursuit of gain, the glory of life is not in what an Association puts in its pocket, but builds up in its character; on this plane that is not consecrated to bowels and booty, and knows neither graveyard nor a coroner's inquest, what an Association is shapes its destiny. . . .

I bring this subject before you in this shape as it so fully substantiates and supports the position we took for our guidance some time ago, and it is a pleasure to see that what we are doing has the sanction and is in line with what others believe to be the correct method. The real usefulness of this Association must consist in its ability to bring together those officers who otherwise are not effectively devoting their energies to the

service of the community, and who can, by virtue of this Association, help on the general cause. It is to discover and develop the latent talent of our own members that we must apply ourselves and bend our energies. Let us therefore conduct the affairs of our Association along its present lines with renewed vigor and energy, and we may then feel certain of the ultimate accomplishment of our end. A motion to adjourn is in order.

Mr. Parker: I move that we adjourn. Seconded. Carried.	
W. G. BESLER.	F. E. ANDERSON,
President.	Secretary.

## PROCEEDINGS OF THE EXECUTIVE COMMITTEE

Of the Central Association of Railroad Officers at Meeting held in Cincinnati, Ohio,  
Wednesday, February 17, 1897.

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Meeting called to order at 11 a. m. by Chairman Johnson.

Those present were:

MR. L. E. JOHNSON.....Superintendent..L. S. & M. S. Ry.  
MR. D. S. SUTHERLAND..Superintendent..M. C. Ry.  
MR. W. G. BESLER.....Superintendent..C. B. & Q. Ry.  
MR. J. W. RILEY.....Superintendent..C. C. C. & St. L. Ry.  
MR. C. H. HOWARD.....Superintendent..B. & O. S.-W. Ry.

The Presidents of the various Divisions were invited to be present. Those present were:

Mr. P. Leeds, Sup't Mch'y, L. & N. Ry., Cincinnati Division; Mr. G. W. Bender, Sup't, C. C. C. & St. L. Ry., Indianapolis Division; Mr. F. L. Tompkins, Sup't, P. & P. U. Ry., Peoria Division; Mr. M. S. Conners, Sup't, C. H. V. & T. Ry., Columbus Division.

Visitor—Mr. R. B. Turner, Gen'l Sup't, C. H. & D. Ry.

Chairman: Gentlemen, the Executive Committee of the Central Association of Railroad Officers has been called together today for the purpose of selecting a place for the next Annual Meeting, to be held in July, and also to select subjects to be discussed at that meeting, and such other business as may be presented which would be proper for the Executive Committee to consider at this meeting.

**Selecting Place and Time for Next Annual Meeting.**

Indianapolis, Put-in-Bay, Detroit, and Mackinac Island were suggested for holding the next Annual Meeting, and after discussing the subject, on vote Detroit was unanimously chosen for holding the next Annual Meeting of the Central Association of Railroad Officers on July 20 and 21.

**Papers to be Presented at the Annual Meeting.**

The following subjects were agreed upon for papers to be presented at the Annual Meeting:

**CINCINNATI DIVISION—**

Operation of Terminals of Railroads under a Specific Management.

**INDIANAPOLIS DIVISION—**

Long Runs for Engines.

**COLUMBUS DIVISION—**

The Advantage of Tonnage Rating of Trains.

**TOLEDO DIVISION—**

Discipline.

**PEORIA DIVISION—**

Air-Brake Practice on Freight Trains.

**ST. LOUIS DIVISION—**

Safety Appliances.

It was agreed that each paper should be printed and copies furnished each member at least thirty days prior to the Annual Meeting, and the papers to be discussed at the meeting.

A Special Committee of three, consisting of Mr. D. S. Sutherland, Mr. G. W. Bender, and Mr. R. B. Turner, was appointed for making arrangements at Detroit for the Annual Meeting.

On motion meeting adjourned at 12:25 p. m.

L. E. JOHNSON,  
Chairman.



O. G. FETTER,  
Secretary.







Central Association  
• • of • •  
**Railroad Officers**  
**Proceedings.**

 MARCH. 

Cincinnati Division.  
Indianapolis Division.  
Columbus Division.

Toledo Division.  
Peoria Division.  
St. Louis Division.



1897.  
C. J. Krehbiel & Co., Printers,  
Cincinnati, O.



CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.

  
MARCH.  


CINCINNATI DIVISION . . . . .	March 9th.
INDIANAPOLIS DIVISION . . . . .	March 6th.
COLUMBUS DIVISION . . . . .	March 10th.
TOLEDO DIVISION . . . . .	March 8th.
PEORIA DIVISION . . . . .	March 9th.
ST. LOUIS DIVISION . . . . .	March 12th.



1897.

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# DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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## CENTRAL ASSOCIATION.

L. E. JOHNSON.....President.  
D. S. SUTHERLAND..1st Vice-Prest.  
BENJ. McKEEN.....2d Vice-Prest.  
O. G. FETTER.....Secretary-Treasurer.

## EXECUTIVE COMMITTEE.

L. E. JOHNSON.....Chairman.  
D. S. SUTHERLAND....W. G. BESLER.....C. H. HOWARD.  
BENJ. McKEEN.....J. W. RILEY.....G. L. PECK.

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## DIVISIONS.

P. LEEDS.....	President.....	Cincinnati Division.
G. W. BENDER.....	“ .....	Indianapolis “
M. S. CONNORS.....	“ .....	Columbus “
A. L. MILLS.....	“ .....	Toledo “
F. L. TOMPKINS.....	“ .....	Peoria “
W. G. BESLER.....	“ .....	St. Louis “
GEO. W. LEWIS.....	Vice-President.....	Cincinnati Division.
H. F. BICKELL.....	“ .....	Indianapolis “
H. C. FERRIS.....	“ .....	Columbus “
T. J. ENGLISH.....	2d Vice-President.....	“ “
W. H. POTTER.....	Vice-President.....	Toledo “
H. S. REARDON.....	“ .....	Peoria “
W. A. GARRETT.....	“ .....	St. Louis “
O. G. FETTER.....	Secretary.....	Cincinnati Division.
G. B. STAATS.....	“ .....	Indianapolis “
J. H. SCHWARTZ.....	“ .....	Columbus “
WM. GROGAN.....	“ .....	Toledo “
A. J. ELLIOTT.....	“ .....	Peoria “
F. E. ANDERSON.....	“ .....	St. Louis “
O. G. FETTER.....	Treasurer.....	Cincinnati Division.
G. B. STAATS.....	“ .....	Indianapolis “
J. D. BERRY.....	“ .....	Columbus “
WM. GROGAN.....	“ .....	Toledo “
A. J. ELLIOTT.....	“ .....	Peoria “
F. E. ANDERSON.....	“ .....	St. Louis “

## CINCINNATI DIVISION.

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Cincinnati, O., March 9, 1897.

Account of damage to tracks caused by high water, quorum  
of the Cincinnati Division was not present.

Present:

MR. BRENT ARNOLD .....	Superintendent..	L. & N. R. R.	
MR. LEWIS HOOD.....	Superintendent..		"
MR. P. LEEDS .....	Sup't M'ch'y....		"
MR. WM. ADAIR.....	D. M. M. ....		"
MR. G. W. BENDER .....	Superintendent..	C. C. & St. L. Ry.	
MR. F. M. LAWLER .....	M. M. ....		"

O. G. FETTER,  
Secretary.

## INDIANAPOLIS DIVISION

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Indianapolis, Ind., March 6, 1897.

Mr. O. G. Fetter, Secretary,  
Cincinnati, Ohio.

Dear Sir: The high water and consequent interruption  
railroad traffic during the past few days interfered with holding <sup>to</sup>  
the regular meeting Saturday, March 6. ~~g~~

The following members were present:

J. W. RILEY.....Superintendent.....P. & E. R. R.  
G. W. GRAVES.....Superintendent.....I. D. & W. R. R.  
W. SWANSTON.....M. M.....P. C. C. & St. L. Ry.

As there was no quorum, the meeting was not held.

Yours truly,

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building March 10, 1897.**

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President Connors in the chair.

The following lines were represented:

C. H. V. & T. Ry.....	MR. M. S. CONNORS. MR. R. S. QUIGLEY. MR. W. E. COSTELLO. MR. T. R. LIMER. MR. W. MICHEL.
B. & O. R. R.....	MR. J. H. GLOVER.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH. MR. J. A. KEEGAN. MR. J. C. NELSON.
C. S. & H. Ry.....	MR. C. L. GARDNER.
P. C. C. & St. L. R.....	MR. J. F. MILLER.
T. & O. C. Ry.....	MR. H. C. FERRIS. MR. M. W. COOLEY.

The minutes of the previous meeting were read and approved.

The following communication was read by the Secretary:

Cincinnati, Ohio, February 23, 1897.

Mr. J. H. Schwartz,

Secretary Columbus Division.

Dear Sir: At a meeting of the Executive Committee of the Central Association of Railroad Officers held February 17, the following subject, viz.: "The Advantage of Tonnage Rating of Trains," was assigned to the Columbus Division, upon which a paper is to be prepared and presented at the next annual meeting of the Central Association, which is to be held at Detroit, Mich., July 20 and 21.

It was also recommended that the subjects be printed and distributed to the members of the Association previous to the annual meeting, so that the members may be prepared to discuss the same after presentation. I would, therefore, be pleased if the subject would be prepared as soon as possible, in order that proofsheets may be made and corrections on same, and ready for distribution to the members at least thirty days before the annual meeting.

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

Mr. Glover: Inasmuch as the tonnage rating system has been in effect on the Pittsburgh Division of the P. C. C. & St. L. for some time, I move that Mr. Peck, Superintendent, be requested to read the paper mentioned in the communication of Mr. Fetter.

Seconded by Mr. Miller and carried.

The following communication from Mr. Fetter was also read by the Secretary:

Cincinnati, Ohio, February 25, 1897.

To All Division Secretaries,

Central Association of Railroad Officers:

Dear Sirs:

MAKING THE RAILWAY EQUIPMENT REGISTER OFFICIAL.

At a meeting of the Executive Committee of the Central Association of Railroad Officers, held February 17, it was moved and carried "that the Secretaries of the various Divisions be requested to take this matter up and request the American Railway Association to adopt the Railway Equipment Register as official."

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

This being in accordance with the resolution adopted at the last meeting of the Columbus Division, no further action was necessary.

The Secretary read the minutes of meetings of the Yardmasters' Association held on February 15 and March 1, which were accepted and ordered filed. In accordance with request of the Yardmasters' Association, the representatives of some of the roads were asked by the chairman to see if their Yardmasters could not attend the meetings more regularly.

The proceedings of the meeting of the Car Foremen's Association, held on February 18, were read and accepted.

The Secretary read the following communication from the President of the Division:

Columbus, O., February 17, 1897.

Mr. J. H. Schwartz,  
Secretary.

Dear Sir: I have submitted the following subject to Mr. J. M. Graham for a paper, as per our understanding at the last meeting, i. e., "Economical Lubrication of Locomotives and Cars; where to draw the line between Economy and Extrava-

gance"; and the following subject to Mr. T. F. Whittelsey, i. e., "Observations of an Officer on the Development of Railway Service within the past quarter of a century." I would suggest that you put the following subject on the call for brief discussion, namely, "Running Switches." If you think of another subject, add it to the call.

Yours truly,

(Signed) M. S. CONNORS,  
President.

The Chairman: I will state that both Mr. Whittelsey and Mr. Graham replied promptly, Mr. Whittelsey saying that he was preparing a paper for the American Association of Railway Officers, and on account of other matters also his time was well taken up, and he should beg leave to be excused in this case. Under the circumstances, this leave was granted. Mr. Graham stated that he was away from home so much that he would not have time to prepare the paper, although he would like very much to do so, and he was excused for the same reason. The first subject was then submitted to Mr. Darlington and the second, to Mr. Gordon. Mr. Darlington gave notice that he would not be able to prepare the paper. Mr. Gordon has neither acknowledged receipt of the notice nor submitted the paper; we will endeavor to get the paper from him for the next meeting.

Mr. Keegan: I have a paper to present on the first subject, in accordance with your request.

The Chairman: I wish to add to what I said that the first subject was then offered to Mr. Keegan, but I did not think he would have time to prepare the paper on such short notice. We are under obligations to him.

Mr. Keegan's paper was then read by the Secretary, and upon motion, duly seconded, was ordered embodied in the minutes, to be discussed at the next meeting.

**Economical Lubrication of Locomotives and Cars; where to draw  
the line between Economy and Extravagance.**

To the President and Members of the Central Association:

In handling this subject, there are a great many details to be looked after.

In the first place, one great secret of economy is in the quality of oils furnished. If the oils are of good quality, it will require much less for lubrication. As soon as the men find that poor oil is being furnished, they make allowances for the quality, and make up for it in the quantity used. If anything about the engines runs warm, the engineers, if they are aware that cheap oil is being used, will probably take the valve oil and use it on the machinery and journal-bearings. This makes a waste in dollars and cents, by using the highest-priced oil where a cheaper grade should answer the purpose.

The very best appliances in the way of lubricators and oil-cups should be used, so that the feed can be regulated perfectly, and closed off entirely when the engines are not in motion.

To get the best results out of the oils, there must be a co-operation between the engineers, car-oilers, and foremen. The men who apply the oil must use their best judgment and be as saving of it as if they were compelled to furnish their own oil out of their personal earnings. To bring this about, the foremen, or those in charge, must watch employees, and instruct them as to what can be expected of certain quantities of oil in the way of service, and what its value is in money to the company, if they are economical in its use.

There is a plan which has often been tried, and which makes a saving in oil. A tank or a barrel can be fitted up and placed in the roundhouses or repair-yards for the purpose of keeping a supply of dope ready for use. If dope is made some hours prior to the time it is applied to the journals, it will give better results than if it is mixed up at the time applied. More service can be gotten out of a quantity of oil and waste when made up into

dope at one time, than if drawn and made up with a pint or quart of oil at a time. To get the best service out of dope when made in a quantity, it should stand not less than ten or twenty hours before it is used.

Engineers and others, when troubled by bearings running hot, usually jump to the conclusion that the cause is a lack of oil. They are in fear of being censured for being troubled with hot bearings, and immediately use and waste a large amount of oil trying to cool the bearings, when, in many cases, the trouble was not due to a lack of oil. To overcome this on engines, a limited supply of oil can be issued to engineers, which, under ordinary circumstances, will be sufficient to carry them safely over the division. If they draw more oil than their allowance, they may be required to explain the cause for taking the extra oil. If the explanation is not satisfactory, such action can be taken as will put the man in line to prevent a misuse of oil under like circumstances.

By experiments on this road, we have found that passenger cars will run safely from ten to fourteen hundred miles with one oiling. It has been arranged so that certain trains are oiled at one terminal only. The man in charge of that terminal knows then just how often the cars should be oiled. Under the old plan, cars were oiled at both terminals, and frequently by inspectors at intermediate points. This was entirely unnecessary, as the oil was undoubtedly wasted by leaking out of the boxes.

To illustrate this plan, I might mention that we have an accommodation train running two round trips per day between Delaware and Springfield. The cars make 200 miles per day, or 1200 miles per week. These cars lay over at Delaware on Sundays, when they are given a good oiling, which will last until the following Sunday. Cars running on through trains between Cincinnati and Cleveland are oiled at Cincinnati once in two round trips. This is equivalent to 1044 miles to one oiling.

The men in charge of the oil supply, or the foremen who are authorized to issue orders for oil, have a great deal to do

with economy in its use. The men authorized to issue oil orders should be informed well enough to know whether or not the oil for which he gives orders is to be used properly. If any person should make application for an oil order which seems excessive, the foreman, or oil-keeper, should require an explanation as to its use. If the explanation is not satisfactory, the order should not be granted; but the person requesting the order should be instructed by the foreman why he could not grant it.

Education of the men as to the proper use of oils seems to be the more important step towards economy. If there are men who carelessly waste oil, or men who can not be educated as to its use, they should be replaced by others who will take an interest and carry out the instructions of their superiors.

Where to draw the line between economy and extravagance, I would say, is in issuing the oil. A schedule of allowances should be made for engines so that just enough oil and no more will be issued. A plan can be adopted for oiling passenger cars at certain terminals, at certain designated times or periods, so that a given number of miles will be made for each oiling. With freight cars it is different, as they are run irregularly. The oiling must be left to the education and good judgment of the men who examine them. It would be almost impossible to make any fixed rule to govern or limit the oiling of them.

Yours truly,

J. A. KEEGAN.

The Chairman: The Secretary will please mention in the call for the next meeting that the paper just read will be discussed. The object of having these papers presented is to procure discussion and bring out all the points, to enlighten those in the dark, and have ourselves set right. The Secretary of the Local Freight Agents' Association, I believe, has a proposition to submit.

Mr. Berry: As Secretary of the Local Freight Agents' Association, I was directed at their meeting yesterday to ask if this Association could not relieve them of the exception that on

cars held for freight charges no reconsignment charge will be made. The agents unanimously passed a resolution to this effect. They want authority to place cars as they come in. Of course, they will look out for the car's not being delivered until they get freight charges. Some consignees who do not pay freight charges promptly give standing orders to have cars placed in a certain position. The agents want authority to place the car, and then if, after the freight charges are paid, the car is ordered to some other location, they think it no more than right that the reconsignment charge of \$1.00 be paid.

The Chairman: It seems to me that is a matter that would have to be voted on by letter ballot.

Mr. Berry: I was simply requested to lay the matter before this Association for its action.

The Agents also requested me to report progress in connection with the reconsignment charge. After the last meeting of this Association, the Agents' Association had a meeting and agreed upon a plan for handling the business. We sent out over three hundred circulars to patrons of the different lines at Columbus, explaining what was going to be done. While very few collections have been made, all lines have made one or two. They reported yesterday that the plan was working a great deal better than they expected. They think the public thoroughly understood the system before the rule went into effect on the 1st of March, and there has been very little trouble.

The Chairman: I am very glad indeed to hear this favorable report. The request of the Local Freight Agents' Association is before you.

Mr. Glover: Mr. President, I move that the Local Freight Agents' Association be requested to give their proposition in writing to our Secretary, and that a letter ballot be taken.

Seconded by Mr. English and carried.

The Chairman: Gentlemen, there is a heading in the call for the meeting, under No. 3, "Running Switches." The call explains that thirty minutes will be allowed for any matters of interest under this head. This title is a misnomer; members

will talk on any subject that anyone wishes to present for discussion.

Mr. English: Running Switches has been a dead issue for twenty years. It is a '49 idea. We can not discuss the right and wrong of running switches. It is all wrong.

The Chairman: I explained that this title was a misnomer. I did not intend that we should discuss running switches in a literal sense, but intended it as a figurative heading for miscellaneous topics that might be brought up, like a reporter's heading "Local Lines" or "Brief Mention." There are doubtless many subjects that will make interesting discussion if an opportunity is given for bringing them before the Association.

Mr. Glover: Mr. President, there is one question that I would like to hear an expression on, as to the practice of the different roads, and that is: in detouring the trains of a foreign road over your territory, what is your practice in regard to furnishing pilots? Do you furnish an engineman and a conductor both, or only an engineman, and what for passenger trains and what for freight trains?

Mr. English: We would furnish a pilot—just one man—for either passenger or freight trains. I suppose that on some lines, perhaps on some portions of the Big Four, it would hardly be safe to put on just one man, but on our division, in my judgment, it is perfectly safe.

Mr. Glover: The B. & O. is requested to take passenger trains, on which we consider one man as safe, but if we can furnish a conductor as well as an engineman, we send both, not only for the protection of our own road, but also for the protection of the train of the foreign road. However, we do not consider it safe to detour a freight train with only an engineman as pilot on the front end, because we do not think a foreign crew is sufficiently familiar with the grades and the topography of the country to make them safe, without anyone on the rear end who does know the road. This is something I have often thought of, because in a pinch sometimes you can only furnish one man. I would like to know what the other roads think

is sufficient, or what the rule is, because, in making bills, some roads might object to a charge for two pilots. We frequently furnish two pilots for P. C. C. & St. L. trains detouring over our line, and there have never been any objections, and I have always considered it safest to do this.

Mr. Ferris: I have had some experience in detouring other lines' trains. We have never furnished more than one man; have never considered more necessary. We expect the men on the rear to protect themselves, and have never had any trouble. This applies both to freight and passenger.

Mr. Schwartz: The Pan Handle practice is to furnish one man. I do not know of any case where we have ever furnished two. In regard to flagging, I suppose it is considered that all lines are working under the standard code, which everyone understands. The pilot is naturally supposed to be riding on the engine, and the only object in having two men, that I can see, would be for the second man to post the flagman in regard to going back, or to give him instructions as to peculiarities of the track or line, or anything of that kind. As I say, I do not know of any case where we have ever furnished two.

Mr. English: We use positive block, and I do not think a second man is necessary.

Mr. Glover: Do your trains never break in two? We have some 100-foot grades, and suppose the rear end breaks off, going up grade? The men on the rear end do not know where they are or where they are going, what the grade is, or what is likely to come behind them. They don't know how many brakes to set. There are grades of that kind, of course, where, if your cut breaks and gets started, you can't stop it at all. That is why I think that a pilot, or someone acquainted with the road is a necessity on the rear end.

Mr. English: The regular crew on the rear end would know if the train broke in two, and which way they were going.

Mr. Glover: After getting started, yes; but it might be too late.

Mr. English: There are some lines that I would not under-

take to run trains over without another man, but I am inclined to think it would be an unnecessary expense on our line.

Mr. Glover: There might be sections following.

Mr. Gardner: We have never had any detouring to do except passenger trains, and never furnish more than one man. We have some eighty-foot grades, and I do not think it would be safe to run a freight train over them with only the one man.

The Chairman: This line of thought is a very good one. I had never been called upon to detour freight trains, and therefore had given it little thought. It strikes me that the men on the rear, especially if the train is a long one, would feel much more comfortable if they had some fellow there that knew the road. If in danger, or in fear of being in danger, they would feel about as bad as a man on board ship in a storm at sea; he hardly knows what to do. If the train is short, or entirely equipped with airbrakes, I do not imagine any of the gentlemen present would think it necessary, even though the road was hilly, to have a pilot on both ends; but with a train of thirty or more cars, it would seem an absolute necessity to have some one back there to direct the men on the rear end. I should feel that it was a factor of safety, even though it cost a few dollars for extra pilot service.

Mr. English: A question which has just now occurred to me is in regard to the expense of detouring trains. I believe the ordinary charge is 50c. a mile. I assume that all assistance rendered that train should be billed for in addition to that rate. Suppose it is necessary to keep a night office open in order to run the foreign train under block, or anything of that kind, should not all this additional expense be included?

Mr. Ferris: I think it should. Any expense the detouring company is put to, that is, any extraordinary expense, should be charged to the road it is favoring.

Mr. Schwartz: So far as we are concerned, I do not remember that we have ever had a case such as Mr. English mentions. I do not recollect any charge except for 50c. a mile and wages of pilot. The resolution of the American Railway Asso-

ciation provides for a charge of 50c. a tank for water and any supplies at actual cost.

Mr. English: In detouring freight trains we sometimes have to provide a helper. I suppose it takes an hour for a yard engine to help a train over your Alton Hill, and probably four or five trains would make a day's work for the engine. In a case of that kind would you make any charge?

Mr. Schwartz: I do not recollect any bill of that kind. As a matter of opinion, I should think it ought to be done. The resolution provides that you furnish water at 50c. a tank, and coal or other supplies at actual cost, and it would be just as proper that you charge for any other assistance rendered at actual cost. The rate of 50c. per train mile is supposed to cover simply the use of tracks, when you have nothing to do but let them go. If you have to keep an office open specially for the other company's train, you should get pay for it.

Mr. Quigley: I feel the same way. All expense incident to any of that kind of service should be paid for.

Mr. Costello: I am of the same opinion.

Mr. Gardner: I think that is right.

Mr. Glover: I think the intention of the original resolution was that any extra expense incurred while detouring trains of a foreign road should be charged to that road.

The Chairman: For the sake of further argument, what if that train of a foreign road runs into a handcar and destroys it, should it pay for that expense as well as other incidental to the traffic?

Mr. English: No.

Mr. Ferris: You furnish a pilot to keep the train out of trouble.

Mr. Gardner: I think the handcar should be charged for the same as if they killed stock, in which case I think they should pay for it.

Mr. Schwartz: Our people have taken the ground that they do not insure trains against accident. The understanding is

that the rate is simply to cover actual wear and tear of track in getting the train over it.

Mr. Glover: I believe it is a custom of the B. & O. to include in answer to requests for detour service a notice that it does not insure against accident.

Mr. Schwartz: If the Big Four were detouring a train over our line and one of our section gangs ran out in the face of the train, I do not think the Big Four would be responsible for striking the car. If the handcar were working and had a flag out, and the Big Four failed to get their train stopped within proper limits, or failed to comply with the rules, they would be expected to follow on their own line, they would be responsible.

Mr. Glover: Suppose a case like this: A Big Four train is being detoured over the Little Miami, and has a headend collision with a Little Miami Train, who would assume the damage to the Big Four train, and who to the Little Miami train?

Mr. English: Under the Pan Handle order, I presume the Big Four would have to stand its proportion.

Mr. Schwartz: As our road does not insure against accident, the Big Four probably would assume its own damage, just the same as if running on its own line, but I do not think, in the case of an accident occurring for which they were not responsible in any way, we would call on them for any damage to us.

Mr. English: As I understand your general order, we have to assume all responsibility on your line. If we have a collision with one of your trains, we stand our own loss.

Mr. Schwartz: Yes, sir; we could not, however, call on you for our loss. We are supposed to keep out of your way.

Mr. English: It is my recollection that your general order was issued on account of a wreck on the Cleveland & Pittsburgh road. I remember seeing an account of an accident to a detouring train on that division, and shortly after we received your notice.

The Chairman: I want to raise a question in which the engineering department is interested. What is the custom as to

charging the maintenance of way department for service in loading and unloading ties? Are the ties handled by work train or local freight?

Mr. English: We usually handle the ties on local freight, making a charge to the maintenance of way department if the train is detained. If it comes in an hour late, on account of handling ties, we charge for the hour. If there is no detention, no charge is made.

Mr. Ferris: We do it by local freights, but have never made any charge against the maintenance department. We usually arrange to handle them so as not to cause any overtime.

The Chairman: Have you had any delay on account of picking up ties at one point and unloading them at another point on the same division?

Mr. Ferris: No, sir. Our ties are all delivered at sidetracks. Whenever they are not, the work train picks them up, which, of course, is charged to maintenance of way.

Mr. Michel: We try to get ours on sidings, but if delivered between sidings, we get them on work trains, if possible. Locals are never required to load between sidings.

Mr. Nelson: I think we do the same thing.

Mr. Gardner: We unload ties from local freight, and charge the maintenance of way department for any overtime.

The Chairman: Do you think that enough?

Mr. Gardner: We have never got it down to any finer point. We simply charge for delays which result in overtime.

The Chairman: I think the transportation departments are not watchful enough of the maintenance of way and mechanical departments in the way of making charges.

Mr. English: I would like to have an expression as to the cost of gravel per yard, distributed along the track.

Mr. Michel: I think it costs us about fifty cents per yard for gravel ballast distributed.

Mr. Nelson: In 1895, we had a steam shovel in one of our pits, and the labor of loading gravel, hauling it an average distance of forty-five miles, and dumping it on the ground, averaged

us a fraction over eight cents a yard. This did not include the rental of the engine or cars, or coal burned, or oiling the cars; it did include the repairs of the steam shovel, and the coal it burned, and the wages of its crew, also the wages of the train crew, and of sectionmen assisting in unloading.

The Chairman: What distance, Mr. Michel, is the Hocking Valley gravel usually hauled?

Mr. Michel: The average haul is about one hundred miles.

Mr. Nelson: We had a good bank, had first class service, and everything was in good shape. We had side-dump ballast cars, whose capacity is 14 yards.

The Chairman: I would like to hear the opinions of the members present as to the carrying along under the head of "Running Switches," or any other, this allowance of thirty minutes for the discussion of any subject that may be presented.

It was the unanimous opinion that this plan is a good one and should be continued. It was suggested that the Secretary explain more fully in the call for the next meeting the nature of the plan.

The Chairman: I would like to ask Mr. Glover if he will present a paper at the next meeting, on any subject he may choose, to be discussed at the meeting following, giving the Secretary the title of it in time to embody it in the call.

Mr. Glover: I shall be glad to do so, provided I can possibly get the time.

The Chairman: We shall be very glad indeed to have you. I realize that you are busy; we are all in the same list, I presume. We are just starting along a line of interesting discussions. I was in hopes there would be two papers today, so that we might discuss them at the next meeting. We shall expect the paper from Mr. Gordon next time.

The matter of joint inspection at West Columbus was brought up by Mr. Keegan, who stated that the B. & O. had not entered into the arrangement for joint inspectors in accordance with action taken by this Association in June last. After some talk on the subject, it was decided that, as it now stands, this is an

**Toledo Belt Bill No. 2482.**

To the Members of the Toledo Division,  
Central Association of Railroad Officers:

In further reference to the report of your Committee in the case of the Belt Bill No. 2482 in dispute between the Michigan Central and the T. & O. C. Rys., would respectfully submit that, in their opinion, on account of the unsettled understanding of just what rights the Chief Joint Inspector had to return certain loaded cars, and in further consideration of the fact that at this time this question was being considered by the Superintendents' Association of Toledo, and further, that the Wheeling Belt had received payment for the regular moving of cars, it is the opinion of the Committee that they would be justified in requesting the Wheeling Belt to cancel the enclosed bill, and would, therefore, in view of the above statement, suggest to the Wheeling Belt that they withdraw and cancel the same.

(Signed) L. E. JOHNSON,  
M. S. CONNORS,  
F. J. STOUT,  
Committee.

On motion of Mr. Whittelsey, this report was accepted.

**Pooling of Freight Car Equipment.**

To Mr. J. R. Cavanagh, Chairman,  
Committee on Pooling of Freight Car Equipment:

This subject was submitted to the undersigned Committee of the Toledo Division of the Central Association of Railway Officers, and we respectfully submit the following as our report on this subject:

It is our unanimous opinion that the plan as a whole is impracticable, and we have not undertaken to answer each of the interrogatories as submitted by your Committee, but report in a general way. It is our opinion that it would be necessary for

all roads to pool quite a number of all classes of equipment on the mileage basis, which, owing to the financial condition of a great many roads, would not and could not be done. It would require a General Car Distributor, with assistants in all parts of the country to move cars from one line to another, according to the flow of traffic, which would add largely to the expense of many roads, and would cause an endless amount of trouble during a car famine.

There would be constant claims from various roads that they were being discriminated against in favor of competitors. In the reverse, when there was a surplus of cars, all roads storing, roads would not receive empties from one another, thus causing extra switching. Home roads, in many cases, would not receive many of their cars until returned, worn out, to be torn down.

Under the proposed plan, roads having a special line of business during certain seasons of the year, for example, Southern roads handling cotton, would collect large numbers of forty-foot and furniture cars, holding them in local cotton trade until practically worn out. It is our further opinion that no road would advocate pooling arrangement that has enough equipment to take care of their own business.

The proposition to pool the equipment of this country and distribute it as the conditions require, from time to time, is very nice in theory, but in application, the thing rises up in the form of an insurmountable barrier. The greatness of the proposition is too huge for the present generation to deal with. The man who solves the problem and puts it into actual use will be greater than the immortal Grant.

(Signed) L. E. JOHNSON,  
M. S. CONNORS,  
F. J. STOUT,  
Committee.

President: Before taking any action on the report, I would like to hear from the Chairman of the Committee why they did not take up the interrogatories in the order in which they appear in papers attached to the report.

Mr. Johnson: There were too many of them and we could not afford to give the time from our business.

President: Gentlemen, you have heard the report of the Committee, what is your further pleasure?

Mr. Whittelsey: I move that it be accepted.

Seconded and carried.

**Letter Ballot of Making the Railway Equipment Register  
Official.**

<i>Yes.</i>	<i>No.</i>	<i>Not voting.</i>
C. H. & D. Ry., if unanimous.	L. S. & M. S. Ry.	M. C. R. R.
Wabash R. R.		
Penna. Co.		
C. H. V. & T. Ry.		
W. & L. E. Ry.		
T. & O. C. Ry.		
T. St. L. & K. C. R. R.		
Ann Arbor R. R.		
C. J. & M. Ry.		
F. & P. M. Ry.		
C. S. & H. R. R.		
Total 11.	Total 1.	Total 1.

Mr. Johnson: The L. S. & M. S. Ry. representative was not in a position to vote "Yes," as he would like to have done personally, but he will submit the matter in such a way that he is in hopes to get it before the American Railway Association for favorable consideration. I was obliged to vote "No" because, in talking with our General Superintendent, he was not prepared to advise without discussing the question with the General Manager.

The President declared the motion carried.

President: Would like to ask Mr. Johnson if he thinks his Company will give notice that they will not be bound by action taken today?

Mr. Johnson: I can not say.

President: We are requested by the Manager of this publication to advise as to action taken by this Division, and I think we should not do so if there are certain lines that might give notice that they would not be bound by its action.

Mr. Whittelsey: I think we should have a full vote before taking action. This matter has been hanging for quite a long time, and I do not think a couple of months longer will hurt.

**Should Charge be Made for Weighing a Loaded Car on  
Request of Connection.**

Mr. Floeter: I brought up the matter on strength of circular received from the Penna. Co. and with the intention of getting the feeling of members of this Division.

Mr. Whittelsey: With reference to this question, would say, so far as the T. & O. C. is concerned, we think a charge should be made and would favor \$1.00 instead of 50c. per car.

Mr. Whittelsey: I move that roads at Toledo, members of this Association, charge \$1.00 per car for weighing on request of connecting lines, and that the question be submitted to letter ballot.

Seconded by Mr. Johnson.

Mr. Connors: A question presents itself that I would like to have made clear. What effect would that order have on a car loaded at an intermediate point and delivered to the T. & O. C. at Fostoria, where they have scales and we have none?

It occurs to me that we are likely to conflict with the rules of the Freight Department.

President: The Chair thinks the point well taken, and it may be well to incorporate that in the question we are to vote on.

Mr. Blickensderfer: I understand these cars are weighed on request of shipper. We are not going to weigh only when requested, so if Mr. Connors requests a connection to weigh, I do not see why the charge should not apply.

Mr. Whittelsey: The necessity for the weighing of this car

is caused through error on part of the originating line not weighing it; they did not weigh and ask us to weigh and think the service is worth \$1.00. If on regular exchange business, and the receiving line wants to weigh for its own protection, that would be ordinary business, and charge should not apply.

Mr. Johnson: That is my understanding.

Mr. Floeter: The charge would apply only when weighing was done on request of delivering line.

President: Still the receiving road could charge \$1.00, if requested to weigh in a case as stated by Mr. Connors.

Mr. Whittelsey: The motion does not apply to outside stations.

Mr. Bradley: Some time since I had a dispute with one of our connections outside of Toledo on what constituted the delivery of a loaded car, and the delivery was settled according to the Standing Resolution of this Association.

Mr. Connors: I wish to say the influence of this Association, be it good or bad, travels a long way, and am against anything being done today.

President: The Chair will rule that the motion as offered applies to Toledo only. Would like to hear from Mr. McKim.

Mr. McKim: I was going to say it was the intention of the Penna. Co. that the ruling should apply only to roads at Toledo, and only when weighing was done at the request of the delivering road.

#### **Standing Resolutions.**

The meeting entered into an informal discussion of the Standing Resolutions with a view to eliminating those that have become obsolete, and, after recommending several changes, instructed the Secretary to have reprint of proof and submit copy to each member.

### **Toledo Joint Inspection Association.**

In discussing the Standing Resolutions, the question of whether the rules recently adopted by the Toledo Joint Inspection Association would affect same came up, and on motion the Secretary was instructed to request that Association, through its Secretary, to submit a copy of its rules and regulations to this Association.

The President suggested that a meeting of the Toledo Joint Inspection Association be called for same day as this Association (Monday, April 12) and have them incorporate in their By-Laws that all rules be submitted to the Superintendents for approval.

Mr. Bradley suggested that the better way to handle the matter was to get the signatures of three representatives of the roads members of that Association, signed to a call for such meeting, and the Secretary of that Association would then make the call.

The Secretary was instructed to draw up the call for meeting, and, after securing the necessary signatures through the Superintendents of Toledo roads, to send same to Mr. Bradley.

### **Messenger Service.**

A Committee from the Local Agents' Association, consisting of Messrs. Irvine and Dennison, were heard with reference to inaugurating a messenger service system to include the local freight offices of all roads in Toledo. They recommended the proposed plan as giving much better service than the present method of handling waybills, etc., and thought it could be handled with about six boys. A trial was made for three days from 6:30 a. m. to 6:30 p. m. with four boys, giving a service every thirty-five minutes, which it was claimed would practically do away with the question of no-bills, so far as caused by slow handling.

Mr. Johnson: I move that a Committee of three be ap-

pointed from the Superintendents' Association to confer with a like Committee from the Agents' Association, the Committee to have power to make a further test if they deem it necessary, and report at the next regular meeting.

Seconded by Mr. Connors and carried.

The President named as Committee Messrs. Whittelsey, Floeter, and Flanders.

### **Discipline.**

Central Association of Railroad Officers.

Cincinnati, Ohio, February 19, 1897.

Mr. Wm. Grogan,

Secretary Toledo Division.

Dear Sir: At a meeting of the Executive Committee of the Central Association of Railroad Officers held February 17, the following subject, viz., "Discipline," was assigned to the Toledo Division upon which a paper is to be prepared and presented at the next Annual Meeting of the Central Association which is to be held at Detroit, Mich., July 20 and 21.

It was also recommended that the subjects be printed and distributed to the members of the Association previous to the Annual Meeting so that the members may be prepared to discuss the same after presentation. I would, therefore, be pleased if the subject would be prepared as soon as possible, in order that proofsheets may be made and corrections on same, and ready for distribution to the members at least thirty days before the Annual Meeting.

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

Mr. Whittelsey was the unanimous choice of the members, and agreed to prepare and read paper on "Discipline."

### **Organization of Employees at Stations not Terminals.**

The President suggested that as the hour was getting late that consideration of this subject be postponed, and on motion of Mr. Whittelsey, same was laid over until the next meeting.

### **Election to Membership.**

Mr. Floeter: I would like to place in nomination for active membership the name of Mr. C. A. Wilson, Chief Engineer of the C. H. & D. Ry.

Seconded and carried by a unanimous vote.

On motion, adjourned to meet Monday, April 12, 1897, at 1:30 p. m.

### **Car Service Meeting.**

Mr. Robert Blickensderfer presiding.

Mr. Blickensderfer: The Secretary will announce the result of letter ballot on report of Committee rearranging division of expenses.

Secretary: The following roads voted in favor of the report of the Committee: L. S. & M. S. Ry., M. C. R. R., C. H. & D. Ry., Wabash R. R., Penna. Co., C. H. V. & T. Ry., W. & L. E. Ry., T. & O. C. Ry., T. St. L. & K. C. R. R., F. & P. M. R. R., C. S. & H. R. R. Total 11.

Against report of Committee: Ann Arbor R. R., C. J. & M. Ry., B. & O. R. R., L. E. & W. R. R., N. Y. C. & St. L. Ry. Total 5.

Not voting: C. C. C. & St. L. Ry. Total 1.

Mr. Blickensderfer: The Chair decides the motion rearranging basis of division of expenses of the Toledo Car Service Association adopted.

On motion adjourned.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, March 9, 1897.

Meeting convened at 10:05 a. m.

### REPRESENTATION.

#### *Roads.*

#### *Representatives.*

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
C. C. C. & St. L. Ry....	J. W. RILEY.....	Superintendent.
P. D. & E. Ry.....	*R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	B. McKEEN.....	Superintendent.
L. E. & W.....	H. F. BICKELL.....	Ass't Gen'l Supt.
"	H. A. BOOMER.....	Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
C. B. & Q. R. R.....	† W. B. THROOP.....	Superintendent.

\* Represented by A. J. Elliott.

† Represented by E. N. Armstrong.

VISITOR—J. W. Higgins, Superintendent Illinois Central.

In the absence of both the President and Vice President, the Secretary called the meeting to order, and Mr. E. N. Armstrong was elected Chairman pro tem.

Chairman: As the minutes of the February meeting have been distributed some days ago, these will stand approved as printed, unless there is objection. Our first matter is report of Committee on "Use of Cars from One Industry to Another."

Mr. Riley: I have the report written up, but have not been

able to see the other members of the Committee to get it signed as yet.

Chairman: We might pass that matter then for the present, and perhaps the other members of the Committee will get here later. Our next is vote on the amendment, offered by Mr. Riley at the last meeting, making Master Mechanics or Superintendents of Motive Power eligible to membership.

Mr. Riley: When our new Rules of Order were adopted, many of us were not present. I did not understand that Master Mechanics had been excluded, and inasmuch as they were members before, and as they are also members of other Divisions of the Central Association, I do not think it is right that we should exclude them here. I think the question arose when talking of Engineers and Engineers of Maintenance of Way, but I do not think it right to exclude men who have been members since the organization of the Association.

Chairman: At the last meeting this amendment was proposed and discussed. The amendment regarding Engineers was also voted on and lost. The question is now before you, gentlemen, as to what shall be done with the present amendment regarding Master Mechanics or Superintendents Motive Power.

Secretary: I have this letter from Mr. Starbuck on this question:

Mattoon, Ill., March 3, 1897.

Mr. A. J. Elliott,

Manager "Illinois Car Service Association,"  
Peoria, Ill.

Dear Sir: I have your favor of March 1, advising of next meeting of the Superintendents' Association. I can not say at this time whether it will be possible for me to be present or not; I hoped to be present at the last meeting, but circumstances over which I had no control prevented my doing so.

I note, you state, that one item that comes up for action at the next meeting is an amendment to the Rules of Order, making Superintendents of Motive Power and Master Mechanics eligible. Seems to me, from the minutes of the last meeting, this

was disposed of. If I am not correct in this and should not be present at the next meeting, will you kindly cast the vote of this company in the negative. I hold that our Association is purely a transportation one, and officials not connected with the transportation department should be excluded. Should we, for any purpose, desire to obtain information from any of our other departments, we would have no difficulty in doing so.

Very truly,

(Signed) R. B. STARBUCK,  
General Superintendent.

Chairman: The question is on an amendment to Article Thirteen, inserting after the word "Trainmaster," the words "Superintendent of Motive Power, or Master Mechanic." All who favor the amendment vote "Aye," opposed "No." The motion is lost.

Chairman: We will next vote on the amendment offered at the last meeting by Mr. Huntington, striking out the words "and Maintenance" from Article Two (2) of our Rules of Order.

Mr. McKeen: How is it necessary in order to be consistent? Nearly all Superintendents have charge of Maintenance.

Mr. Bickell: A great many of them do not. Division Superintendents on the L. E. & W. have nothing at all to do with Maintenance.

Mr. McKeen: I presume none of them would have any objection to Maintenance questions being discussed.

Chairman: I do not suppose any objection would be raised, even if the word "Maintenance" is stricken out.

Mr. McKeen: We seem to be restricting ourselves unduly.

Chairman: Those favoring the amendment vote "Aye," opposed, "No." Carried.

Secretary: I have the following from General Secretary Fetter:

Cincinnati, O., February 19, 1897.

Mr. A. J. Elliott,

Secretary Peoria Division.

Dear Sir: At a meeting of the Executive Committee of the Central Association of Railroad Officers, held February 17, the following subject, viz.: Airbrake Practice on Freight Trains," was assigned to the Peoria Division, upon which a paper is to be prepared and presented at the next annual meeting of the Central Association, which is to be held at Detroit, Michigan, July 20 and 21.

It was also recommended that the subjects be printed and distributed to the members of the Association previous to the annual meeting, so that the members may be prepared to discuss the same after presentation. I would, therefore, be pleased if the subject would be prepared as soon as possible, in order that proofsheets may be made and corrections on same, and ready for distribution to the members at least thirty days before the annual meeting.

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

Mr. Bickell: I move this letter be referred to Mr. Nichols, he to take the necessary action in order to comply. Seconded and carried.

Letters from Secretary Grogan, of the Toledo Division, and from General Secretary Fetter, regarding "Making the Railway Equipment Register Official" were read.

Mr. McKeen: Is not that the matter that has been up here before several times and voted down?

After informal discussion it was, on motion duly seconded, Resolved: That it is the sense of the Peoria Division that "The Railway Equipment Register" should not be recognized as official at the present time. Carried unanimously.

The Chairman presented a Circular from the General Super-

intendent of the Railway Mail Service, dated January 20, 1897, ordering additional records and reports of United States Mail carried in Baggage Cars, and handled by station baggagemen, which Circular was informally discussed.

Adjourned at 10:50 a. m.

E. N. ARMSTRONG,  
Chairman pro tem.

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, March 12, 1897.

Meeting called to order at 11:15 a. m., with President  
Besler in the chair.

The following representatives were present:

C. C. C. & St. L. Ry...	MR. W. G. BAILEY.....	Supt.
C. B. & Q. R. R.....	MR. W. G. BESLER.....	Supt.
" "	.....MR. W. S. GLOVER.....	Chief Disp.
" "	.....MR. C. W. ECKERSON....	Master Mech.
Ill. Cent. R. R.....	MR. C. A. PARKER.....	Gen'l Agent.
L. & N. R. R.....	MR. W. S. MCCHESENEY, JR..	Sup't Term.
M. K. & T. Ry.....	MR. W. B. LYONS.....	Supt.
St. L. P. & N. R. R....	MR. L. S. GRAVES.....	Supt.
T. St. L. & K. C. R. R..	MR. L. T. WESTRICH ...	Supt.
Terminal R. R. Ass'n...	MR. EDW. DUNLOP.....	Supt.
" "	...MR. C. E. CARSON.....	Chief Clerk.
St. L. K. & N. W. R. R.	MR. A. T. PERKINS.....	Term. Supt.
Wabash R. R.....	MR. W. A. GARRETT....	Supt.
" "	.....MR. C. B. ADAMS.....	Car Ser. Agt.
" "	.....MR. J. A. HEETHER.....	Trainmaster.
" "	.....MR. J. A. ROEDERER....	Agent.
St. L. T. Co.....	MR. W. G. BESLER.....	
Wiggins Ferry Co.....	MR. J. J. BAULCH.....	Gen'l Ft. Agt.

VISITORS: Mr. W. M. Prall, Manager St. Louis Car Service Association, Mr. Ashley J. Elliott, Manager Illinois Car Service Association, Mr. J. R. Wentworth.

**Reading of Minutes.**

President: Unless there are objections, the reading of the minutes of previous meeting will be dispensed with.

**Unfinished Business.**

President: Under this head we have for our first subject the topic of Car Rental, which was to be acted upon at this meeting. The subject is now open for discussion.

Mr. Perkins: I do not know but that the Committee on Car Rental have already said all they have to say on the subject when they submitted their report, which represented the views of the Committee. That report has been printed in the February minutes for the information of everyone, and it seems to me that everyone ought to be ready to act upon it, according to the notice that was sent out.

President: Perhaps the best way to get this subject before us for action will be to deal with it by topics, taking each one of the four recommendations of the Committee and securing an expression from each line. If this meets with your approval, we will go ahead accordingly.

The first recommendation was, that a rental charge of one dollar (\$1.00) per car be made for the use of each switched car, that is both loaded and unloaded within the switching limits of St. Louis and East St. Louis, on which no other charge than a switching or transfer charge for the movement is made, and on which no mileage charge accrues to the owners.

Will the Secretary please call the roll, and each representative for the company called answer?

Terminal R. R. Association—Mr. Dunlop: As representative of the Terminal Association, I will say that we are constitutionally opposed to making this rental charge.

Wiggins Ferry Co.—Mr. Baulch: I might say the same as Mr. Dunlop. I thought that Mr. Sands would be here to answer that question for the Wiggins, but I made a few memoranda which cover our position in the case, as I looked at it. Your

Committee, in their preamble, assume that the car is the only property involved, entirely losing sight of the expensive terminal properties that are maintained by the Wiggins Ferry Co. in order that railroads having no entrance into St. Louis may, by the use of these terminals, enjoy the same facilities as those companies having a St. Louis terminal of their own, and while under the mileage system there may be no direct compensation to car-owners for these cars while on these terminals, there is an indirect compensation derived by reason of the maintenance of these independent terminal properties, and in the ability of these outside railroad lines to use them as their own.

It is just as much an object for the Wiggins Ferry Co. and its associated lines to reduce the movement of empty equipment as it is on any railroad, and if there is a surplus of empty cars moving in any direction, and loads present themselves for City or East St. Louis switching, the use of such cars for these loads not only helps the commerce of the city, but it also facilitates the homeward movement of the car, as a load usually has preference over an empty, and it also reduces the empty handling, and we are prepared to establish the fact that the home movement *loaded* is not any more disastrous to the equipment than the same movement as an empty. We feel that we have the same right to reduce an empty haul that the railroad has, and that to utilize the empties for loads going in the home direction is not out of line of good service, or prompt movement of the car.

To the resolution our vote on item No. 1 is *No*. To any line so instructing us, we will discontinue the use of their cars for such city loading, but we do not believe that this is the time to place any embargo on this class of business in St. Louis.

As to item No. 2, all cars handled on St. Louis Transfer Railway, or East St. Louis connecting railway tracks are already subject to the St. Louis Car Service Association.

To item No. 3, we deny the right of any St. Louis or East St. Louis railroad to collect from this company for any cars not their own used in such service. The terminal Companies are

held responsible to the owners of the cars for their proper return, for misuse, and for any damage that may be incurred in any way, and the intermediate line is not responsible in any manner, at least not until the car is returned to its rails, and, therefore, could have no right to any earnings that might accrue to the car while out of its hands.

Item No 4. The same argument can be applied to this as to item No. 3, except further, that the term "Car Service" is rather a misnomer. Track rental would oftener be proper, as it often happens that the ground or track on which the car stands on these city terminals is worth many times the original cost of the car.

On the whole proposition, the Wiggins Ferry Company votes in the negative.

As to the proposition to inaugurate car service at East St. Louis, the Wiggins Ferry Co. have given that question a thorough trial, and I do not know of any inducement that could be offered to cause us to discontinue car service at that point. I believe that our position is so well established on that point there is no further comment necessary.

C. B. & Q. R. R.—Mr. Besler: We agree that a charge of not less than one dollar per car should be made for the use of cars in switching service, as indicated by the Committee.

St. L. K. & N. W. R. R.—Mr. Perkins: Yes, sir.

M. & O. R. R.—Mr. Clarke: No, sir.

L. & N. R. R.—Mr. McChesney: No, sir.

C. C. C. & St L.—Mr. Bailey: The Big Four Company will be a party to this car rental charge, but think it should be two dollars instead of one. However, we will agree to the latter charge if we can not get the former.

T. St. L. & K. C. R. R.—Mr. Westrich: The Clover Leaf has no objection to the charge.

Illinois Central R. R.—Mr. Parker: Yes, sir.

St. L. P. & N.—Mr. Graves: Yes, sir.

Secretary: The Missouri Pacific express themselves by letter, as follows:

St. Louis, Missouri, March 9, 1897.

Mr. F. E. Anderson,

Secretary Central Association of Railroad Officers,  
Union Station, St. Louis, Mo.

Dear Sir: I have circular letter of the 4th inst. sent out by the President of the Association, Mr. W. G. Besler, calling attention to report on Committee on car rental, demurrage charges, etc.

Resolutions of the Committee have been submitted to our management and, so far as the Missouri Pacific and St. Louis, Iron Mountain, and Southern Companies are concerned, we are opposed to them. As to Articles 1, 2, and 3, concerning rental charge of one dollar per car, to be made for the use of each car that is both loaded and unloaded within switching limits, on which no other charge than the switching or transfer charge for the movement is made, and on which no mileage charge accrues to the owners, we think that this would be detrimental to the railroad company in the way of reducing switching revenue, if a rental charge was tacked on in addition to a switching charge, as parties using cars for short switching, if required to pay more than they are being charged at present, would handle their freight by team, as it could be handled in that manner for less cost than it could by rail.

A rental charge would also have a tendency to drive patrons away from locating on our tracks to settling on some other company's tracks.

As to Article No. 4, relative to Car Service charge, we are certainly opposed to any division of such charges accruing on cars placed for unloading on our own tracks, and think that the line making the delivery to consignee on their own rails is legally entitled to all money collected for demurrage.

Yours truly,

J. F. JONES,

Terminal Superintendent.

President: The Secretary will please endorse the vote of the Missouri Pacific and St. L. I. M. & S. Companies in the negative.

I have a telegram from Superintendent Holbrooke of the Air Line saying that that company is so little interested in this matter that they do not believe it worth their while to take it up, yet indicating that if it was the general sense and practice of other companies, they might do the same.

M. K. & T. Ry.—Mr. Lyons: Yes, sir.

Wabash Railroad—Mr. Garrett: Would like to reserve my vote until the last.

President: We will take up the second topic, as follows:

“That such charge cover the use of car for free time allowed under St. Louis Car Service Association rules.”

Do any of the members present care to change their vote on this topic from that on the first.

\* \* \* \* \*

We will take up No. 3.

“That such charges be remitted monthly to the railroads owning the cars, or, in case of cars belonging to foreign roads having no terminals in St. Louis or East St. Louis, to the railroads to which cars should be returned for homeward movement.”

Mr. Bailey: I should think that this rule should be uniform with the Car Service Association rule. The amount received as car rental should be remitted to the delivering road.

President: By that you mean, if you get a Great Northern car and give it to the Terminal Association, that one dollar collected should be remitted to you?

Mr. Bailey: You say to the railroad owning the car.

President: If you give a Great Northern car to the Terminal Company, the owning company, having no terminals in St. Louis, you get the dollar?

Mr. Bailey: What I want to get at is that the rule should be uniform with the Car Service Association rule.

Mr. Perkins: I should judge that the objection to this is made under a little misapprehension. This rental charge is really to take place of the mileage charge, which is paid for the use of cars in road service, the mileage charge not covering the cars while in use in switching service, and it is a matter entirely different from the car service matter; it is simply a charge for the use of equipment, and not a compensation in any way to the road performing the switching service.

Mr. Baulch: I would like to ask if the Burlington System collects mileage for the Great Northern Railroad.

Mr. Perkins: It is very well known that they do not, but it would be out of the question in matters of this kind to attempt to remit the small amount that would be collected in this way to the owners of the foreign cars, and it was the intention of the Committee that the question as to whether that money should be remitted to the actual owners or not would be left to the roads who had the responsibility for getting the cars back to the owners.

Mr. Baulch: These roads do not have that responsibility; the terminal lines are responsible. The cars are charged to them the moment they are delivered on their tracks, and they are the ones who are held accountable for the cars.

Mr. Perkins: There is a little sophistry in that. While it is perfectly true you are responsible for the safe keeping of these cars, for the defects that may occur while in your possession, etc., you are responsible for getting the car back to the road bringing them here in the same condition as when delivered to you, you are not the company that is responsible for getting them directly to the owners; you have to deliver them to some road in St. Louis or East St. Louis, who will get them back to the owners.

President: Do any of the other members wish to say anything further on the three resolutions? If not, we will take up the fourth.

"That one-half of all car service charges accruing on such cars be also remitted to the road owning the cars, or, in case

owners have no terminals in St. Louis, to the roads to which cars go for homeward movement, as compensation for detention of cars in such switch service."

Secretary calls roll.

M. K. & T.—Mr. Lyons: I do not believe that car service has anything to do with the question.

Wabash—Mr. Garrett: Car service should not be divided.

Terminal—Mr. Dunlop: We are not in favor of a division of car service charges.

Wiggins Ferry—Mr. Baulch: We do not feel that it should be divided.

C. B. & Q.—Mr. Besler: Car service should not be brought into this question at all, nor should any change be made in the present handling of car service.

St. L. K. & N. W.—Mr. Perkins: No, sir.

M. & O. R. R.—Mr. Clarke: No, sir.

L. & N. R. R.—Mr. McChesney: No, sir.

C. C. C. & St. L.—Mr. Bailey: No, sir.

T. St. L. & K. C.—Mr. Westrich: No, sir.

Illinois Central—Mr. Parker: No, sir.

C. P. & N.—Mr. Graves: No, sir.

President: That leaves the fourth resolution inoperative. It brings us back to the resolution as a whole, first, second, and third resolutions. Will Mr. Clarke of the M. & O. R. R. give us the benefit of his opinion and reason for his position?

Mr. Clarke: I can't say; it is the instruction from our management.

President: Since hearing the discussion, do you, Mr. McChesney, wish to change your vote on the subject and join the other outside lines who seem to think that something is due them for the use of their equipment for this switching service?

Mr. McChesney: The L. & N. Railroad does not desire to take an arbitrary position, but to adhere to the judgment expressed by the majority. At the same time, we do not believe that a charge for the movement of a car is necessary. The terminal lines here furnish facilities of great value to the lines

entering St. Louis, and are responsible to the lines for equipment while in their possession, and I do not believe that it is politic, especially at this time, to place any additional embargo on this business. It seems that we have been handling this business under the present system for many years and I do not see any necessity of changing it, nor do I believe that the benefits that would accrue to the lines from the collection of this dollar would compensate them for the additional trouble and difficulties that would arise out of this charge, and I feel that, even if the Association as a whole adopts this rule and makes the charge, the L. & N. Company could not consistently go into it. We do not care to make the charge.

President: Before we can decide this, we should ascertain the views of the seven members not voting. If it were fifteen against five, it might make a difference.

Mr. Garrett: Would like to vote against the proposition. We are opposed to making the charge of one dollar, or any other rental charge for the use of the cars. So far as the Terminal Lines at St. Louis are concerned, we are perfectly satisfied with the average handling. It might also work against us so far as our own revenue is concerned, and just now I do not want to drive any of our switching business away from the yards.

President: The vote now stands, Seven, Yes, Six, No, and Seven not voting.

Mr. Parker: I move that the votes of the absent members be procured and acted upon at our next meeting. Seconded. Carried.

President: By this action the matter will be held open until our next meeting, and in the meantime the views of the absent members will be secured by letter.

We have now before us the familiar subject of car service at East St. Louis.

Mr. Parker: In relation to car service at East St. Louis, I will repeat what I said at our previous meeting, that some three or four months ago I had instructions to take the matter up with the managers of the east side lines, and received an affirm-

ative vote from every line, with the exception of the C. & A. and Vandalia. I assume that that is also the position of the lines today. I do not know that anything further can be done at this meeting, and I think it might possibly be well for us to appoint a Committee to take this question up once more, but in the meantime I think it would be well to have the members present express their views.

President: Of the east side lines represented here, how many will go into car service, providing all lines except the C. & A. will go in?

[Canvass among members.]

It seems to be the sense of the meeting that it could be effected if the Vandalia comes in. Therefore, such pressure as can be brought to bear upon the Vandalia is the thing now to be most desired. It has been suggested that Mr. Pierce of the Clover Leaf would be a very good man to approach Mr. Malott of the Vandalia. Will the members please give us their views?

Mr. Adams: The Wabash Railroad is quite willing to give every support today, as they have been for the past eight years, with a view of bringing about car service rules at East St. Louis.

President: In the matter of car service at East St. Louis, the C. B. & Q. Railroad Company is ready to go into such an arrangement, providing all other roads except the C. & A. will join.

I believe certain coal roads coming into East St. Louis have entered objection on account of it being against their interests in the coal business. In this connection, I wish to call attention to the practice now employed at Chicago. As I understand it, soft coal brought to Chicago can be held for five days before car service applies. Thus, if brought in by one company to be delivered to some other company, it may be held in the storage yard of the first company three days, and then given to connecting lines, where it has forty-eight hours additional time in which to be unloaded. But should the car be held over three days in the yard of the first company, notice is then given to connecting line showing how long it was held there, and what

is due on it, and in this case, whatever car service is due is collected for the company in whose yard the car stood to exceed the agreed time. If more car service then accrues on the tracks of the company receiving the car, it is collected for that company.

The reason I mention this is that Mr. Prall mentioned in his annual report that the car service rules could be made to meet the conditions of the East St. Louis lines. You have heard the suggestion that a Committee be appointed to wait upon the Vandalia. What is your pleasure?

Mr. Adams: I move that a Committee of three be appointed by the Chair to take this matter up and make report as soon as possible.

Mr. McChesney: I would amend that by moving that this Association put car service in operation at East St. Louis, provided that the Vandalia come in. Seconded by Mr. Clarke.

President: The original motion was that a Committee of three be appointed to wait upon the Vandalia relative to the adoption of car service at East St. Louis.

The amendment was that the east side lines adopt car service, providing the Vandalia could be induced to join.

Mr. McChesney: My amendment was meant to infer that all lines were to go in with the C. & A. agreeing to live up to the rules.

President: I believe that the amendment contemplates this, and it will be a part of the duty of the Committee to attend to it.

Upon being put to vote, the resolution as amended was carried.

President: We will appoint as this Committee Mr. C. F. Parker, Chairman, Mr. C. B. Adams, and Mr. R. B. F. Pierce.

#### **Reading of Correspondence.**

Secretary: We have a communication from the Secretary of the Central Association calling attention to action taken at meeting of the Executive Committee of the Central Association, wherein it was requested that the various Divisions take up the

Mr. Perkins: I move that they be accepted as a member of the Association. Seconded. Carried unanimously.

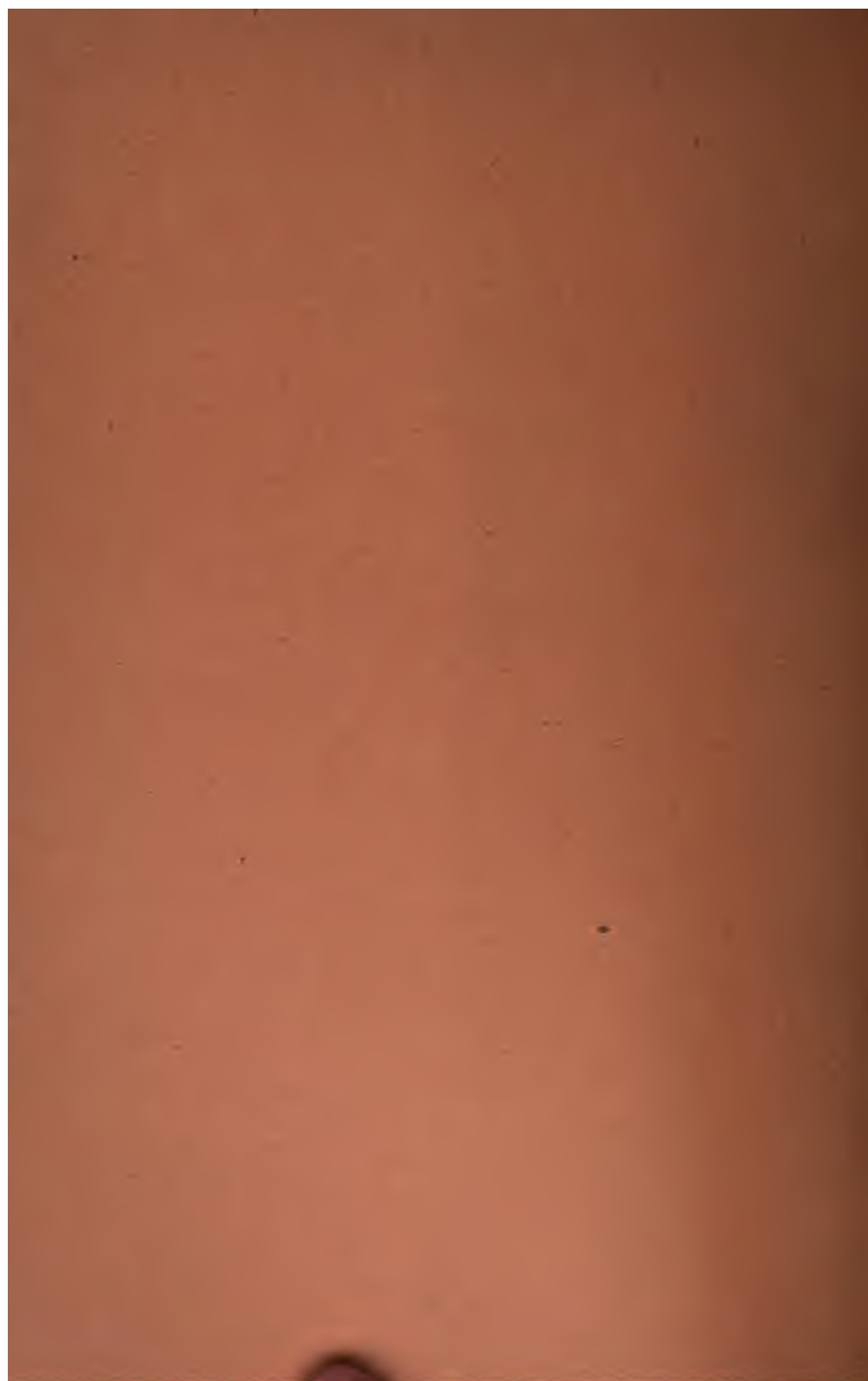
Mr. Perkins: I think that many of the members may have noticed with pain the "penny magazine" cover of the February proceedings, and I move that the Secretary of the Central Association be requested to have the proceedings covered with a plain, simple cover, consistent with the dignity and business-like character of this Association. Seconded. Carried.

Upon motion, the meeting here adjourned, 12:30 p. m.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.





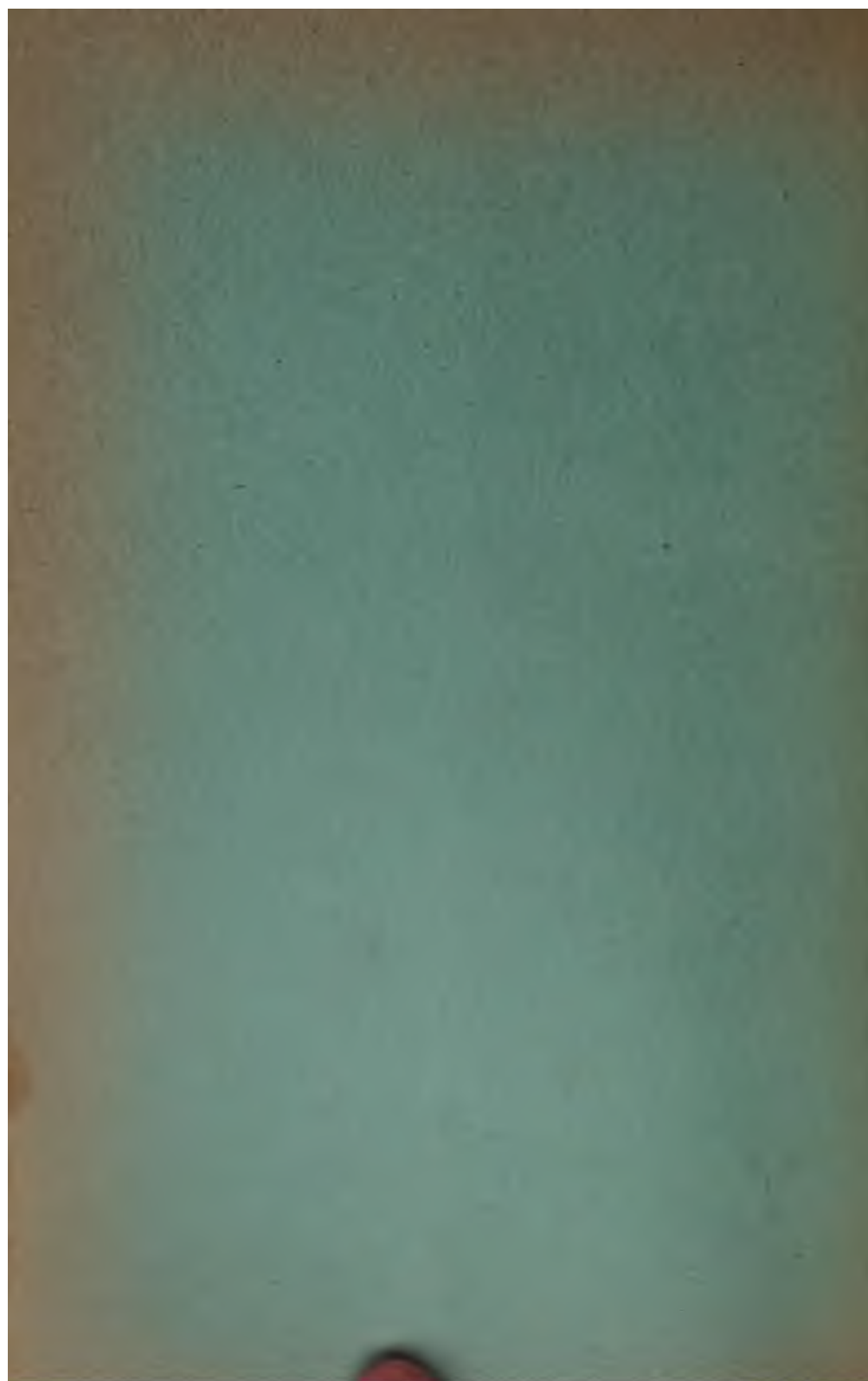
CENTRAL  
ASSOCIATION  
of  
RAILROAD  
OFFICERS  
Proceedings

APRIL

CINCINNATI DIVISION	TOLEDO DIVISION
INDIANAPOLIS DIVISION	PEORIA DIVISION
COLUMBUS DIVISION	ST LOUIS DIVISION

1897

C. J. KREHBIEL & CO PRINTERS,  
CINCINNATI, O.



CENTRAL ASSOCIATION  
OF  
RAILROAD OFFICERS  
PROCEEDINGS.

APRIL.

CINCINNATI DIVISION . . . . . April 13th.  
INDIANAPOLIS DIVISION . . . . . April 10th.  
COLUMBUS DIVISION . . . . . April 14th.  
TOLEDO DIVISION . . . . . April 12th.  
PEORIA DIVISION . . . . . April 13th.  
ST. LOUIS DIVISION . . . . . April 9th.



1897.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

## CENTRAL ASSOCIATION DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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D. S. SUTHERLAND... 1st Vice-Prest.  
BENJ. McKEEN..... 2d Vice-Prest.  
O. G. FETTER..... Secretary-Treasurer.

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L. E. JOHNSON..... Chairman.  
D. S. SUTHERLAND... W. G. BESLER..... C. H. HOWARD.  
BENJ. McKEEN..... J. W. RILEY..... G. L. PECK.

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F. E. ANDERSON.....	" .....	St. Louis "
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A. J. ELLIOTT.....	" .....	Peoria "
F. E. ANDERSON.....	" .....	St. Louis "

## CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, April 13, 1897.

Meeting called to order at 11.15 a. m., with President Leeds  
in the chair.

The following lines were represented:

C. C. C. & St. L. Ry....	Mr. F. M. LAWLER.....	M. M.
“ “	....Mr. J. A. KEEGAN.....	D. M. M.
“ “	....Mr. J. C. NELSON.....	E. M. W.
“ “	....Mr. B. F. SIPP.....	Supt.
C. H. & D. Ry.....	Mr. R. B. TURNER.....	Gen'l Supt.
“ “	.....Mr. A. GALLOWAY.....	Supt.
“ “	.....Mr. W. J. MULVIHILL.....	C. A.
“ “	.....Mr. C. H. CORY.....	Supt. M. P.
“ “	.....Mr. J. M. PERCY.....	D. M. M.
C. N. O. & T. P. Ry. ..	Mr. J. P. McCUEN.....	Supt. M. P.
C. & O. Ry.....	Mr. W. T. SMITH.....	A. M. M.
C. J. & M. Ry.....	Mr. J. B. FLANDERS.....	Supt.
“ “	.....Mr. Wm. D. WILLIAMS....	C. E.
L. & N. R. R.....	Mr. BRENT ARNOLD.....	Supt.
“ “	.....Mr. P. LEEDS.....	Supt. M.
“ “	.....Mr. WILLIAM ADAIR.....	D. M. M.
P. C. C. & St. L. Ry...	Mr. RALPH PETERS.....	Supt.
“ “	...Mr. GEO. B. FRAVELL.....	R. F. of E.

President: We will hear the reading of the minutes of the previous meeting, unless the Association is satisfied to let them stand approved as printed; if no objections, will let them stand.

**Unfinished Business.**

Secretary: Report of Special Committee on revision of transfer carload tariff, Mr. Brent Arnold being Chairman.

Mr. Arnold: I have report of the Committee, as follows:

Cincinnati, Ohio, March 1, 1897.

Central Association of Railroad Officers, Cincinnati Division.

Gentlemen: Your Committee, to whom was referred the matter of amending Special Tariff No. 1 for transferring carload freight, as it affects tanbark, have to report that the P. C. C. & St. L. Ry. transferred a carload of tanbark November, 1896, and stated that the expense was \$6.44, while under the tariff they were allowed 20 cents per ton, or \$2.60. Only one other car of tanbark has been transferred at Cincinnati during the past ten or twelve years, and the expense in that case was reported at \$2.50. The agents at various points where transfers have been made report that the expense was from \$2.50 to \$5.00 per car, the average being \$3.00 per car.

The Committee advises against any change in the tariff.

BRENT ARNOLD,

J. A. CONANT,

A. GALLOWAY,

Committee.

Mr. Arnold: Will state further that I called upon the various agents at Cincinnati in regard to the matter, and only one could give any information, as none of the others had transferred a car since entering the service at Cincinnati. I also consulted Mr. Peters in the matter, and he stated that he did not care to press the matter.

Mr. Peters: This is a matter that does not occur frequently, and I am willing] to let the matter drop.

Mr. Flanders: Will say to you that in the Toledo Association, where we have to make a transfer of a commodity of any kind that does not occur at frequent intervals, our rule is that the bill for transfer be made at what it actually cost.

Mr. Arnold: We have a tariff at Cincinnati by which this Association is governed, it having been agreed upon, showing the charge to be made for transferring certain commodities.

Mr. Flanders: We have the same kind of a tariff, but I refer to those commodities not mentioned in the tariff.

President: Before we discuss this matter any further, would like to hear what is the pleasure of the Association in regard to this report.

Mr. Lawler: I move that the report of the Committee be accepted and filed.

Seconded by Mr. Peters and carried.

Secretary: Report of Standing Committee on Joint Car Inspection relative to alleged diversion of freight.

Secretary read report of Committee, as follows:

Cincinnati, Ohio, April 13, 1897.

Mr. O. G. Fetter,

Secretary Central Ass'n of Railroad Officers.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held April 13, 1897, the case of diversion of C. N. O. & T. P. Ry. car 3436 was brought up for discussion, and after due consideration the following resolution was offered and adopted:

Resolved, that the matter be referred back to the Central Association of Railroad Officers, as, in the opinion of the Standing Committee, it is not a question that comes directly under the head of Inspection, with the recommendation that from the evidence the C. H. & D. Ry. was not justified in rejecting the car, as it was neither unsafe to run, nor in condition to render the lading unsafe, except so far as the drawbar was concerned; that this repair is claimed to have been made by the C. N. O. & T. P. Ry., there being no evidence to show whether the car was

offered after these repairs were made, it resolves itself into a question of whether there was any evidence or knowledge on the part of the P. C. C. & St. L. Ry. of its having been rejected by the C. H. & D. Ry., that the P. C. C. & St. L. Ry., in default of such information, was perfectly justified in receiving the car and forwarding it, but that the C. N. O. & T. P. Ry. was not justified in diverting the freight under the rule, and that we most particularly call attention to letter of the consignor (Wiborg & Hanna, under date of February 13), in which they make the assertion that there is an agreement by which the P. C. C. & St. L. Ry. will accept cars and repair and forward without transfer, which is not a violation of the rules unless the cars have been previously offered to some other line.

C. H. & D. Ry. not voting. Yours truly,

O. G. FETTER,  
Secretary of Standing Committee.

President: What is your pleasure in regard to this matter.

Mr. Arnold: I move that the report be adopted.

Seconded by Mr. Peters and adopted.

President: The matter is now in the hands of this Association for any action they may see fit to take.

Mr. Lawler: I move that the matter be referred to a committee of three, consisting of Superintendents.

Seconded by Adair and on vote adopted.

President: Will appoint Mr. Arnold, Mr. Lewis, and Mr. Howard as that Committee, as, so far as I know, they are disinterested parties in this case.

Secretary: Presentation of paper on subject of "Discipline," by Mr. Davies.

President: Will say that Mr. Davies wife is laying very low, and has been for the past month, and he has not been in position to prepare any paper or to attend to anything else except absolute necessary work. Presume we will have to pass this paper for the present.

Secretary: Presentation of paper on subject of "Locating

steps and handholds, and the practice of carrying and using pushpoles upon switch engines," by Mr. Howard.

Secretary: Mr. Howard is not present and I have not heard anything from him in regard to the matter.

President: Is it your desire to continue the Committees who have not reported?

Mr. Arnold: I move that both Committees be continued until they report, and that the Secretary so notify them.

Seconded and carried.

Secretary: Discussion on paper presented at January meeting, namely, "Effect of improper counterbalancing of locomotives on the track."

After a lengthy discussion on the above subject, the following was offered:

Mr. Peters: I move that the Secretary be instructed to communicate with the Superintendents, members of this Association, asking for copies of their instructions to employees, if any on their line, in regard to running light engines, or dead engines, on trains to and from shop, and when he receives copies of these instructions with replies, that they be referred to a Special Committee of three, who will formulate a set of instructions to be recommended by this Association to our officers for adoption.

Seconded by Mr. Nelson and adopted.

President: Will appoint as that Committee, Mr. Peters, Mr. Turner, and Mr. Nelson.

Secretary: Report of Special Committee on "Pooling of Freight Equipment."

Mr. Mulvihill read report of Committee, as follows:

To Members of the Central Association of Railroad Officers.

Gentlemen: Your special committee, appointed at meeting held October 13, 1896, to report on the question of pooling all freight-car equipment, beg leave to submit the following report:

1st. We do not believe that the system of pooling freight equipment would be of any advantage, especially to larger

roads, except at terminals, where it would no doubt greatly reduce the switching and transferring of cars, as all freight equipment would be common property, and would be loaded and routed regardless of the marks that the car might bear, thereby reducing switching service to a minimum. It would abolish transferring where cars were safe to use. The general results we do not believe would be any improvement over the present system, as every road would have the right to use promiscuously all freight equipment that reached its rails and would give it the privilege of holding cars indefinitely for prospective business. If the same number of cars should be assigned to each road as that road placed in the pool, that would not remedy the trouble, as each road would have the privilege of holding the number of cars that was assigned to it indefinitely, although its immediate connections might be short of equipment. The Chairman of the Association would not have the power to compel lines who had a surplus to deliver any of their cars to the connections that are short, especially where it would incur a long empty haul to do so.

The understanding is that the object of the pool would be to increase the performance of freight cars, and to reduce the empty mileage of same, which we do not believe it would do.

For above and many other reasons we do not, therefore, consider the pooling of freight equipment feasible or practicable.

W. J. MULVIHILL,

P. LEEDS,

C. H. HOWARD,

Committee.

President: What is your pleasure in regard to this report?

Mr. Galloway: I move the adoption of the report and that it be discussed at the next meeting.

Seconded and carried.

**Annual Report of the Standing Committee on Joint Car Inspection  
for 1896.**

Salary of Joint Car Inspector, 12 months at \$100.-	
oo per month . . . . .	\$1,200.00
Joint Car Inspector's Clerk, 12 months at \$60.00	
per month . . . . .	720.00
Total,	\$1,920.00

Inspector's Expense account—Street-car fare, 12	
months . . . . .	\$132.35
Stationery account, 12 months . . . . .	303.65
Miscellaneous—Membership M. C. B. Ass'n, three	
years' dues. . . . .	15.00

**RECAPITULATION.**

Salaries . . . . .	\$1,920.00
Street-car fare . . . . .	132.35
Stationery and printing. . . . .	303.65
Miscellaneous. . . . .	15.00
Total,	\$2,371.00

F. M. LAWLER,  
Chairman.

Cincinnati, January 9, 1897.

F. M. Lawler, Esq.,  
Chairman of the Standing Committee,  
Central Association of Railroad Officers,  
Brightwood, Ind.

Dear Sir: Below please find a statement of decisions rendered during the year 1896, giving the number of cases called in by each road, the decisions rendered against each road, also a statement of the number of total decisions issued against each road, and the number of partial decisions issued against

each road, a statement of the number of cases each road was interested in, also a statement of the coupler material handled at this point during 1896, and a statement giving the cost of Joint Inspection at this point for 1896, namely, \$2,361.00, including the cost of stationery furnished to the different roads from this office, also giving the average expense to the different roads, as per decisions that each road was interested in.

**CALLED IN BY THE C. N. O. & T. P. RY.**

Decisions against.	Partial dec. against.	Decisions in favor of.
L. & N. . . . . 6		
C. H. & D. . . . 524	49	86
P. C. C. & St. L. . 59	1	26
B. & O. S. W. . . 177	36	47
C. C. C. & St. L. . 432	117	127
C. & O. . . . . 15	4	11
Total, . . . 1213	207	297

**CALLED IN BY THE C. H. & D. RY.**

C. N. O. & T. P. . 470	78	171
B. & O. S. W. . . 55	6	11
C. & O. . . . . 90	4	15
P. C. C. & St. L. . 7	1	3
C. & C. Bridge. . 9		
C. C. C. & St. L. . 12		1
L. & N. Ry. . . . 301	12	59
U. T. L. . . . . 2		
C. P. & V. . . . . 1		
Total, . . . 947	101	260

**CALLED IN BY THE C. C. C. & St. L. RY.**

C. H. & D. . . . 33	1	2
P. C. C. & St. L. . 13	3	1
L. & N. . . . . 47	4	1
B. & O. S. W. . . 181	6	9
U. T. L. . . . . 1		
C. & C. Bridge. . 20		
C. & O. Ry. . . . 337	1	14
C. N. O. & T. P. . 311	35	13
Total, . . . 943	50	40

CALLED IN BY THE B. & O. S. W. RY.

Decisions against.	Partial dec. against.	Decisions in favor of.
P. C. C. & St. L. . . . . 7 . . . . .	1 . . . . .	2
C. & O. Ry. . . . . 43 . . . . .	2 . . . . .	2
C. H. & D. . . . . 77 . . . . .	7 . . . . .	3
C. C. C. & St. L. . . . . 111 . . . . .	8 . . . . .	8
C. N. O. & T. P. . . . . 117 . . . . .	15 . . . . .	21
L. & N. . . . . 74 . . . . .	7 . . . . .	4
Total, . . . 439	40	40

CALLED IN BY THE L. & N. RY.

C. N. O. & T. P. . . . . 1 . . . . .		
C. & O. . . . . 14 . . . . .		
C. & C. Bridge. . . . . 3 . . . . .		
B. & O. S. W. . . . . 38 . . . . .		1
C. C. C. & St. L. . . . . 59 . . . . .	3 . . . . .	5
P. C. C. & St. L. . . . . 23 . . . . .		3
C. H. & D. . . . . 68 . . . . .	2 . . . . .	4
Total, . . . 206	5	13

CALLED IN BY THE C. & O. RY.

L. & N. Ry. . . . . 1 . . . . .	1 . . . . .	
B. & O. S. W. . . . . 3 . . . . .		
C. N. O. & T. P. . . . . 1 . . . . .		
P. C. C. & St. L. . . . . 20 . . . . .		5
C. & C. Bridge . . . . . 4 . . . . .		
C. H. & D. . . . . 18 . . . . .	4 . . . . .	3
C. C. C. & St. L. . . . . 122 . . . . .		5
Total, . . . 169	5	13

CALLED IN BY THE P. C. C. & St. L. RY.

C. N. O. & T. P. . . . . 150 . . . . .	20 . . . . .	44
C. H. & D. . . . . 8 . . . . .	1 . . . . .	
L. & N. . . . . 10 . . . . .		
B. & O. S. W. . . . . 67 . . . . .	2 . . . . .	
C. C. C. & St. L. . . . . 21 . . . . .		1
C. & O. . . . . 14 . . . . .		1
Total, . . . 270	23	46

NUMBER OF TOTAL AND PARTIAL DECISIONS MADE AGAINST EACH ROAD.

Road.	Total Decisions.	Partial Decisions.
C. N. O. & T. P. . . . .	1360 . . . . .	353
C. H. & D. . . . .	988 . . . . .	163
C. C. C. & St. L. . . . .	800 . . . . .	174
B. & O. S. W. . . . .	562 . . . . .	86
C. & O. Ry. . . . .	518 . . . . .	13
L. & N. . . . .	450 . . . . .	23
P. C. C. & St. L. . . . .	189 . . . . .	32
C. & C. Bridge. . . . .	38 . . . . .	
Total, . . . . .	4905	844

DECISIONS EACH ROAD WAS INTERESTED IN.

C. N. O. & T. P. . . . .	3176
C. H. & D. . . . .	2197
C. C. C. & St. L. . . . .	2066
B. & O. S. W. . . . .	1161
C. & O. . . . .	754
L. & N. . . . .	748
P. C. C. & St. L. . . . .	516
C. & C. Bridge. . . . .	36
Total, . . . . .	10654

The total expense for Joint Inspection including the stationery furnished to the different roads, consisting of all the report blanks, refuse cards, switch cards, reconsigned cards, switch defect card books, is \$2,361.00 for year 1896.

The number of decisions that the different roads were interested in is 10,654, making the average expense per decision that the different roads were interested in 22 cents and a small fraction of a cent.

COUPLER MATERIAL FURNISHED TO DIFFERENT RAILROADS DURING 1896.

Names.	Castings.	Knuckles.	Locks.	Value.
Janney . . . . .	297 . . . . .	987 . . . . .	32 . . . . .	\$5,220.50
Gould . . . . .	62 . . . . .	86 . . . . .		841.00
Hinson . . . . .	108 . . . . .	125 . . . . .		1,126.00
Buckeye . . . . .	8 . . . . .	69 . . . . .		247.75
Dowling . . . . .	1 . . . . .	95 . . . . .	12 . . . . .	426.75
St. Louis . . . . .		27 . . . . .		94.50
Drexel . . . . .		2 . . . . .	6 . . . . .	11.50

Chicago . . . . .	41 . . . . .	153.75
Trojan . . . . .	21 . . . . .	68.25
Mather . . . . .	20 . . . . .	70.00
California . . . . .	59 . . . . .	177.00
S. H. & H. . . . .	12 . . . . .	36.00
Tower . . . . .	13 . . . . .	39.00
Elliott . . . . .	11 . . . . .	38.50

Total value, . . . . \$8,550.50

JANNEY SCRAP CREDIT ACCOUNT.

Castings.	Knuckles.	Value.
242 . . . . .	835 . . . . .	\$2,423.25
Total value of material used . . . . .		\$8,550.50
Scrap credit . . . . .		2,423.25
Net price paid by railroad companies . . . . .		\$6,127.25

Yours respectfully,

HENRY BOUTET,  
J. C. I.

President: You have heard the report, what is your pleasure?

Mr. Peters: I move that the report be received and filed.

Seconded and on vote adopted.

Secretary: Adoption of Railway Equipment Register as official. Have letters on this subject as follows:

Cincinnati, Ohio, February 25, 1897.

To All Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs:

MAKING THE RAILWAY EQUIPMENT REGISTER OFFICIAL.

At a meeting of the Executive Committee of the Central Association of Railroad Officers, held February 17, it was moved and carried "that the Secretaries of the various Divisions be requested to take this matter up and request the American Railway Association to adopt the Railway Equipment Register as official."

Yours truly,

O. G. FETTER,  
Seceta

Secretary stated that he had received advice from the Toledo Division to the effect that action had been taken and that the following resolution had been adopted:

Resolved, that it is the sense of the Toledo Division of the Central Association of Railroad Officers that the Railway Equipment Line Guide be made the official document of roads, members of this Association, and that a copy of resolution be forwarded the Secretary of the American Railway Association, urging that Association to make said Guide the official organ of the American Railway Association.

Mr. Flanders: The American Railway Association have had their meeting and the matter was not brought up at all.

Mr. Peters: What would be the benefit of our doing that?

Secretary: It would require all lines to furnish the Equipment people with correct numbers of your cars, initials, dimensions, capacity, and everything of that character, and one would have to be very careful as the book would then be taken as correct.

Mr. Mulvihill: Would state that all the information that is now published in that book is furnished by the roads, and when they furnish it, it certainly becomes official anyhow. It is a very valuable book, and I do not see why there should be any objections to accepting it as official.

President: I think the principal thing is that the publishers want to shut out competition, as there has been indications that the Railway Publishing List Company want to start something on the same order and work it as the Railway Official Publication. We now furnish all the data that we would have to furnish if it was made official; think that nearly all the railroads in the country do.

President: I understand that all that is wanted is simply a recommendation from this Association to the American Railway Association.

Mr. Flanders: That was the resolution of the Toledo Association; to have the American Railway Association recognize it so that it would be known as the recognized authority.

Mr. Mulvihill: I move that it is the sense of the Cincinnati Division of the Central Association of Railroad Officers that the Railway Equipment Line Guide be made the official document of roads, members of this Association, and that a copy of resolution be forwarded the Secretary of the American Railway Association, urging that Association to make said Guide the official organ of the American Railway Association.

Seconded by Mr. Peters and adopted.

Secretary: Report of Committee on subject to be presented at the next Annual Meeting of the Central Association.

President: The Committee on Subjects, consisting of P. Leeds, A. Galloway, and G. W. Lewis, met with the Executive Committee of the Central Association, and the subject of "Operation of Terminals of Railroads under a Specific Management" was assigned to this Division, and it now remains for a Committee to be appointed to write up this subject and present a paper on same at the next Annual Meeting.

Mr. Peters: I move that Mr. Lewis be made Chairman of the Committee to prepare a paper on "Operation of Terminals of Railroads under a Specific Management," and that he be allowed to select any two gentlemen he desires to assist him.

Seconded by Mr. Turner and carried.

#### Communications Received.

Chesapeake and Ohio Railway Company,  
Cincinnati, Ohio, March 13, 1897.

#### COMMITTEE ON JOINT CAR INSPECTION.

Mr. O. G. Fetter,  
Secretary Central Association.

Dear Sir: Will you kindly present to the Association my resignation as a member of the Standing Committee on Joint Car Inspection?

As our Company is entitled to representation on the Committee, I respectfully suggest the election of Mr. W. T. Smith, Assistant Master Mechanic in my stead.

Very respectfully,

G. W. LEWIS,  
Superintendent.

President: You have heard the request of Mr. Lewis, what is your pleasure?

Mr. Turner: I believe the rules provide for a Committee to be appointed to fill any vacancies that occur between regular elections, and do not see anything to do but to assume the regular course.

Mr. Peters: Under the Joint Car Inspection Agreement it provided that so many representatives from the transportation department, and so many from the mechanical department make up this Committee and with that understanding I move that the request of Mr. Lewis be referred to the Standing Committee on Joint Car Inspection with authority to act.

Seconded and carried.

Secretary read letter, as follows:

**Interstate Commerce Commission.**

Washington, D. C., February 26, 1897.

O. G. Fetter, Esq.,

Superintendent Cincinnati Car Service Bureau,  
Carew B'd'g, Cincinnati, Ohio.

Dear Sir: Please furnish the Commission with a copy of the Articles of Agreement of your Association; also statement of its territorial limits, defining the scope of its jurisdiction; also with a copy of the rules governing its operations, and current schedules of charges, together with a copy of your last report, if practicable.

Very respectfully,

EDW. A. MOSELEY.

President: What shall we do with this communication?

Mr. Turner: I move that the secretary be instructed to comply with the request of Mr. Moseley.

Seconded and carried.

Secretary read following communication:

Cincinnati, Ohio, April 13, 1897.

Mr. O. G. Fetter,

Secretary Central Association of Railroad Officers.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held April 13, 1897, the following resolution was offered and adopted:

Resolved, that we recommend to the Central Association of Railroad Officers that defects on account of missing material on cars delivered to owners, which have been caused on a foreign line under fair usage, shall be accepted by the owners without charge or card, provided car is safe to run and safe to trainmen. Foreign cars to be handled as per M. C. B. Rules.

Yours truly,

O. G. FETTER,  
Secretary.

President: What is your pleasure in this matter?

Mr. Peters: As it is somewhat of a departure from the M. C. B. Rules, would not like to vote for it and adopt it without first submitting it to our people.

President: It is absolutely a local arrangement, and has nothing to do with the M. C. B. Rules.

Mr. Peters: I move that the resolution be printed in the proceedings of this meeting, and that the matter be submitted for letter ballot.

Seconded by Mr. Turner and carried.

Mr. Lawler: The Joint Car Inspector at Cincinnati is a member of the M. C. B. Association, but I understand that about two years ago the Association objected to his attendance at their meetings. I think it is perfectly right that the Joint Inspector should attend the meetings and hear the discussions

so as to keep well posted on the rules and everything that is going on. All other Inspectors of any importance attend these meetings, and as the expense is nominal and a great deal to be gained, I, for one, would recommend his attending the meeting of the M. C. B. Association this year.

Mr. Peters: As I understand it, he would not have a vote, but simply attend for the purpose of securing what information he could.

President: He would be entitled to one vote the same as all other members on subjects not pertaining to the outlay of money.

Mr. Peters: I move that the recommendation of the Chairman of the Standing Committee be approved and that the Joint Car Inspector be permitted to attend the meetings of the M. C. B. Association, this Association paying his expenses, and that the Secretary be instructed to secure transportation for him.

Seconded and on vote adopted.

Mr. Nelson: I would like to propose the name of Mr. C. E. Lindsay, Engineer Maintenance of Way, Cincinnati Division of the P. C. C. & St. L. Ry., for membership in this Association.

It was moved and carried that Mr. Lindsay be unanimously elected a member of this Association.

No further business appearing, meeting adjourned at 12:45 p. m.

P. LEEDS,  
President.

O. G. FETTER,  
Secretary.

## INDIANAPOLIS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station April, 10, 1897.

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Meeting called to order by the Vice-President, Mr. H. F. Bickell, at 10:10 a. m.

The following lines were represented:

P. & E. Ry.....	J. W. RILEY.....	Superintendent.
P. C. C. & St. L. Ry...	WM. SWANSTON.....	Master Mech.
Vandalia.....	O. E. RAIDY.....	Trainmaster.
“ .....	J. M. LINDLEY.....	Road F. of E.
I. & V. R. R.....	M. W. MANSFIELD....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
“ .....	I. W. KURTZ.....	Division M. M.
“ .....	M. P. DENISTON.....	Trainmaster.
Union Ry.....	A. A. ZION.....	Superintendent.
L. N. A. & C. Ry.....	A. J. O'REILLY.....	Gen'l Agent.

The Chair: If there are no objections, the minutes of the previous meeting (February) will stand approved as printed. The first in order before the meeting is unfinished business.

The Secretary: I have a copy of the proceedings of the two meetings held by Car Inspectors' Association, which if desired I will read.

The Chair: The Secretary will please read the minutes.

Central Association of Railroad Officers.  
Indianapolis Division.

Indianapolis, March 1, 1897.

Mr. G. W. Bender,  
President.

Dear Sir: Pursuant with the action taken at the February meeting, the following notice was sent to the various Superintendents:

Indianapolis, February 18, 1897.

Mr. ———  
Superintendent.

Dear Sir: With the object of arriving at a more uniform understanding and application of certain interchange rules at Indianapolis, it is the desire and purpose to organize a Car Inspectors' Association, similar to those at Columbus, Cincinnati and other points, such organization to be auxiliary to and report to this Association.

To that end, and in pursuance with action taken at regular meeting, held February 6, a special meeting, composed of heads of the Car and Mechanical Departments, will be held in this office, Indianapolis Union Station, Saturday, February 27, 1897, 10 o'clock a. m.

Will you kindly arrange for your Foreman of Car Repairs, Chief Car Inspector, also Master Mechanic, to attend this meeting?

Yours truly,

(Signed) G. B. STAATS,

Secretary.

In response to this call, twenty-six men, representing the Mechanical Departments of the various lines, assembled in the rooms of this Association, Indianapolis Union Station, Saturday, February 27, 1897. The roads were represented by the following-named men:

P. C. C. & St. L. Ry.—W. Swanston, Daniel Pugh, A. H. Weise; I. & U. Ry.—J. Gordon, J. C. Tilford; L. E. & W.

Ry.—C. Lubking, H. D. Pope, Chas. Rinska, J. D. Guyton, I. W. Kurtz; I. D. & W. Ry.—L. McQueen; T. H. & I. R. R.—F. F. Hildreth; I. & V. R. R.—Jas. Landers, J. H. Mayfield; C. C. C. & St. L. Ry.—J. M. Bruner, H. D. Harris, P. O'Connell, Jacob Erzinger, H. Hodson; L. N. A. & C. Ry.—W. H. Fultz, Henry Danker, W. E. Overton; P. & E. R. R.—J. M. McClurg, N. E. Shaw, R. Green, R. Hartpence.

Mr. W. Swanston was selected to act as Temporary Chairman, and G. B. Staats as secretary pro tem.

The Chair called the meeting to order at 10:15 a. m., and explained more fully the object in view.

It was the sense of the meeting that the time had fully arrived when the interests of the lines centering at Indianapolis could be best subserved by the formation of a Car Inspectors' Association. A motion to organize such an Association was unanimously adopted.

By ballot N. E. Shaw was elected permanent Chairman, and A. H. Weise, permanent Secretary.

It was decided, on motion, that the Chair appoint a Committee of three on Organization. The following were named to serve on such Committee:

Henry Hodson, C. C. C. & St. L. Ry., Daniel Pugh, P. C. C. & St. L. Ry, J. C. Tilford, I. U. Ry.

To aid the Committee in its work the Secretary was requested to secure copies of the By-laws, Rules, etc., governing the Car Inspectors' Association at Columbus, Cincinnati, and St. Louis.

As soon as the organization can be perfected, it is the general desire that the attendance of the meetings be not confined to Car Foremen and Chief Inspectors, but all Car Inspectors, both day and night, should be given an opportunity to attend and participate in the proceedings, as it is through the interchange of opinions and a free discussion of disputed points that a fair and correct interpretation of the M. C. B. Rules will be more generally diffused among the men.

After an informal discussion it was agreed that the meeting adjourn, to meet on the last Saturday of March at 10 o'clock a. m., unless called by the Chair at an earlier date.

(Signed) N. E. SHAW,  
President.

(Signed) G. B. STAATS,  
Secretary pro tem.

REGULAR MONTHLY MEETING  
of the  
CAR FOREMEN AND INSPECTORS' ASSOCIATION  
of  
INDIANAPOLIS,

Held Saturday, March 27, 1897.

Meeting called to order at 10:30 by President Shaw. The following members were present:

Vandalia Line—W. E. Widgeon, F. F. Hildreth, P. Egan;  
C. C. C. & St. L. Ry. — N. E. Shaw, H. D. Harris, Jacob Erzinger, H. Hodson; L. N. A. & C. Ry.—Chas. Collier, W. H. Fultz; L. E. & W. Ry. — C. Lubking; I. U. Ry. — J. C. Tilford; P. C. C. & St. L. Ry. — W. Swanston, Daniel Pugh, A. H. Weise.

Minutes of previous meeting were read and adopted.

The first business coming before the meeting was report of the Committee on Organization. This Committee submitted a Constitution and By-laws for the government of the Association, which were taken up by Articles, and a number of amendments made thereto, each Article being discussed and adopted separately. Attached is a copy of the Constitution and By laws as finally adopted.

On motion, the Constitution and By-laws were adopted as an entirety, and the Committee discharged.

To make a full complement of Officers, Mr. F. F. Hildreth, of the Vandalia, was elected Vice-President.

On motion, the Secretary was directed to call upon the Master Mechanics or Foremen of Car Builders of the respective roads and request a list of all the men whom they desired to become members of the Association; this list to show name of employee, title, name of road, and where located.

On motion of Mr. Swanston, duly seconded, it was decided that the Chair appoint a Standing Committee of five on Interchange Rules.

The Chair appointed the following members to serve on such Committee:

Daniel Pugh, P. C. C. & St. L. Ry., F. F. Hildreth, Vandavia Line, H. D. Harris, C. C. C. & St. L. Ry., W. H. Fultz, L. N. A. & C. Ry., J. D. Guyton, L. E. & W. Ry.

To this committee are to be referred matters in dispute in connection with inspection, interpretation of rules, etc. Also to offer suggestions and recommendations as to additional rules, or changes in present rules, looking toward general improvement in the service.

The Secretary was directed to make special mention in the notice for the next meeting, requesting that Master Mechanics have their Car-Shop Clerks present.

The Central Association of Railroad Officers, Indianapolis Division, was requested to provide a stenographer to take the proceedings of the meetings and furnish the Secretary a typewritten copy of same. This concluding the business, the meeting adjourned at 12:30 p. m.

N. E. SHAW,  
President.

(Signed) A. H. WEISE,  
Secretary.

### PREAMBLE.

This organization shall be known as the Car Foremen and Inspectors' Association, of Indianapolis.

The object of this Association shall be to discuss the Rules of Interchange, repairs of cars in every stage of decay and breakage, and make such recommendations to our superiors as, in our opinion, would facilitate the movement of cars; interchange views, and discuss subjects that may be of mutual interest to all concerned.

### CONSTITUTION.

Article I.—Any General Foreman, Foreman of Car Repairs, Foreman of Inspectors, or Car-Shop Clerks, of any Railroad entering Indianapolis may be admitted a member of this Association by a two-thirds vote of the members present at any meeting.

Article II.—Each member of this Association shall be entitled to one vote on all subjects directly connected with the Association, except in the election of officers, changes in the Constitution, and controversies involving the responsibility of one road to another for damage to equipment, or extra movement of a car over the Belt Railway; in which cases only one vote for each road will be allowed, that vote being cast by the ranking officer present at the time of the vote.

Article III.—The regular meeting will be held monthly at such time and place as may be designated in the By-laws. The Secretary shall issue a call to all members for both regular and special meetings.

Article IV.—The officers of this Association shall be President, Vice-President, and Secretary, all of whom shall be elected annually by ballot, and each must have a majority of all votes cast, and, in case of failure to elect, the old officers shall hold

over until their successors are elected. In case a vacancy occurs, election to fill it shall be held at next regular meeting.

Article V.—The President shall preside at all meetings of the Association; in the absence of the President, the Vice-President shall preside, and in the absence of both, the Secretary will call the meeting to order and the members present will elect viva voce a presiding officer, who shall preside until the President or Vice-President shall arrive.

Article VI.—This Constitution may be amended by a two-thirds vote of the members present; notice of such amendment having been given at a previous meeting, and also in the call for the meeting at which the amendment is to be acted upon.

Article VII.—This Association shall be auxiliary to the Indianapolis Division of the Central Association of Railroad Officers, and shall report its proceedings to the Secretary of the Central Association at least three days before its regular meeting.

#### BY-LAWS.

Article 1.—Regular meetings of this Association shall be held monthly on the first Saturday of each month at 10 o'clock a. m. in the rooms of the Indianapolis Division Central Association of Railroad Officers, Indianapolis Union Station.

Article 2.—The order of business at all meetings shall be as follows:

- (a) Roll-Call.
- (b) Records of last meeting to be read.
- (c) Unfinished business.
- (d) Reports of Committees.
- (e) Members proposed.
- (f) Communications received since last meeting to be reported and read if desired by any member.
- (g) New subjects in the order they stand in the call.
- (h) Election of Officers.

Article 3.—Parliamentary Rules shall govern all meetings.

Article 4.—The Secretary shall send notices of all meetings by mail to such person or persons as may be designated by the respective roads, members of this Association, at least seven (7) days before the date of meeting, and shall state in same the subject to be acted upon so far as same shall be known to him.

Article 5.—Members who have subjects for consideration shall inform the Secretary of same at least ten (10) days before the regular meeting, in order that same may be put on the call.

Article 6.—All matters outside the election of officers shall be adopted or rejected by viva voce vote, as provided for in the Constitution.

Article 7.—Five (5) members shall constitute a quorum, where not less than three roads are represented.

Article 8.—All meetings shall be called to order within thirty minutes of the time appointed.

Article 9.—The Chair shall appoint the necessary Standing Committees, but no Road shall have more than one member on any one Committee. The members of such Committees shall continue to serve until the next annual meeting, or until relieved by a two-thirds vote of the members present at any regular meeting.

Article 10.—These By-laws may be amended by a two-thirds vote of the members of this Association.

Article 11.—It shall be the duty of the Secretary to send to each member of the Association, at the earliest date possible after the close of the meeting, a mimeograph copy of the proceedings of such meeting.

Article 12.—The proceedings and business of these meetings shall be considered as of a private nature, and members and Secretary will honorably respect them as such.

The Chair: You have heard the reading of the minutes of the Car Inspectors Association, what is your wish in regard to disposing of this paper?

Mr. O'Reilly: Let me ask the Chair if the various Super-

intendents have designated any one of their officials in any department to represent him at this Association.

Secretary: Mr. Chairman, there was a letter sent out to all the Master Mechanics, as I understand it. Mr. Swanston, who was present, can explain.

Mr. Swanston: There was also a letter sent to each Superintendent, asking them to cooperate in this matter.

Mr. O'Reilly: Then, as I understand it, their proceedings were to be sent here for the approval of this Association.

Mr. Swanston: The called meeting was held and there was a Committee appointed and this is their report.

Mr. O'Reilly: And it is for the approval of this Association, is it not?

Mr. Swanston: Yes, sir, the Association is an auxiliary to this Association, and under the control of this Association, and I think it would be necessary for us to approve of their actions.

Mr. Riley: There are some questions there that I would like to understand. As I understand it, it is a settlement of the car question in one sense.

Mr. Swanston: My understanding is that the organization exists in a good many other places, and the principal thing is to secure harmony of action between the Car Inspectors of the different roads, and get them to act on the same principle, to avoid these controversies coming up, and also to discuss the interchange rules as they understand them.

Mr. Riley: Have we not a Standing Committee for that purpose?

Mr. Swanston: They could probably make some decisions without coming to us.

Mr. Riley: I am afraid we would be giving them too much authority. As far as our Standing Committee is concerned, they would have nothing to do.

Mr. Swanston: I think any action that they take would be reported to us for approval.

Mr. Kurtz: It doesn't seem to me that they have any authority in the Constitution and By-laws just read.

Mr. Riley: They ask for an increase in expenses by furnishing them with a stenographer. I would vote in favor of it, but I would not vote in favor of any additional expense attached to it. We can not go into any additional expense at the present time with earnings going down rapidly.

Mr. O'Reilly: What would be the approximate expense of a stenographer?

The Secretary: Our present stenographer has made a proposition to take the proceedings of this Association and the Car Men's Association for \$5.00 per month.

Mr. O'Reilly: That would be \$2.50 per meeting. Well, as far as the Monon is concerned, I move that the allowance be made.

Mr. Riley: I move that we be furnished a copy of those proceedings and come prepared to discuss it at the next meeting.

Mr. O'Reilly: If the object of the institution of this Association would be to foster a more friendly feeling between the different roads, I think the expense would be very reasonable.

Mr. Swanston: The Car Inspectors are the fellows who make the trouble, and if we could get a more friendly action between them, I think it would accomplish a great deal.

Mr. O'Reilly: The one case alone coming up here this morning could have been readily adjusted by harmony among the Inspectors.

The Chair: I don't see that this gives the Inspectors any more authority than they have at the present time.

Mr. Kurtz: The only thing I can see in it is to get them together and get them to agree as to the rules.

The Chair: That being the object, I think the organization is a good thing. Any Car Inspector, as I understand it, is entitled to sit at these meetings, even if not a member.

Mr. Swanston: The resolution passed at the last meeting was that the Car Foremen were to name the parties that they thought were placed in position to act, and they would have a right to come here, and will come here to take part in the discussion.

The Chair: As I understand it, the main idea of the Association is to get the men together and have them exchange their views and arrive at a uniform understanding of the rules, so that they can work in harmony with the interchange rules and without friction.

Mr. Swanston: The Foremen are members, but any Inspector will be invited, and we would be glad to hear anything they have to say, but he is not a member in the sense that he will receive a copy of the proceedings, or that there will be a notice sent to him; he will only come on the invitation of the Foremen.

The Chair: Any further discussion on this subject? If not, we will vote on the motion to adopt. All in favor of the motion say "I."

Mr. Riley: I am not prepared to vote on that.

Mr. Swanston: Would it be proper in a case of that kind involving expense that a vote be taken by roads?

The Chair: I don't think this vote includes the expense. I think that should be taken up separately. As I understand it, this motion is simply approving or adopting the proceedings.

Mr. O'Reilly: Well, without the stenographer to take down the minutes that are transacted at this Car Foremen and Car Inspectors' Association it will simply be nil—amount to nothing; they can't do it successfully without a stenographer.

Mr. Kurtz: I make a motion to employ this stenographer at the price named.

Mr. Swanston: Second the motion.

The Chair: It has been moved to appoint the stenographer, to limit the amount to \$2.50 per session, or \$2.50 per month; this is voting on an increase of the expense of this Association. Of course this Association will have to pay this \$2.50; do you think it is advisable to settle this matter today, with the few roads represented here?

Mr. Riley: I think that we would be better prepared if we would each have a copy of the preamble and resolutions to study over and come prepared at the next meeting, and probably more

unanimous action be taken on the part of the members. As far as the object is concerned, I am heartily in favor of it. As to the expense part of it, I don't feel like taking any action today; we are receiving letters from our general managers every day to cut down expenses, and I think it would be better if we would postpone the matter and take action the next meeting.

Mr. Swanston: I don't think that we should expect the Car Inspectors' Association to meet any expense whatever; I think that the expense should be met here; I think there is money in it to all the companies.

Mr. Riley: That is why we want their consent; I move that we reconsider.

After further discussion, the motion before the house was withdrawn, and it was decided on motion to postpone action until the next regular meeting.

The Secretary: As the adoption of the proceedings of the Car Inspectors' meeting will be postponed until the next meeting, does the Secretary understand that they are to be included and printed in proceedings of this meeting?

The Chair: Yes, sir, that is the understanding.

The Secretary: Under the head of unfinished business we have the subject "Long runs for Engines," in connection with a paper to be read at the annual meeting by Mr. Lindley.

Mr. Lindley: If I understand it, I am to be responsible for the paper. It is an easy matter for me to write something I am responsible for myself, but if the division is to be responsible for the paper, it is quite a different matter.

Mr. O'Reilly: As I understand it, the paper is to be submitted here before it goes to the annual meeting.

Mr. Riley: The Vice-President of the Executive Committee gave us to understand that it was the idea of the Committee to have a subject given to each member of the Central Association. The person selected to prepare that paper is to submit it to the Division Association for any member to criticise, or make suggestions, etc., before it goes to the Central Association.

Mr. Swanston: My understanding is that the person should

write his own individual opinion, gathered from information obtained wherever he desires. He reads it here, and if we approve of it, we are responsible for it, but of course we can not detail him and tell him what to say.

Mr. Lindley then outlined in a general way his views concerning long runs for engines, based on experience and observation, stating that he would prepare a paper in accordance therewith and would endeavor to cover the entire field as nearly as possible, submitting the paper to the Association for action.

The Chair: The next article on the order of business is the reports of Committees.

The Secretary: I have the following from the Standing Committee on Interchange:

To the Officers and Members of

The Central Association of R. R. Officers,

Indianapolis Division:

Case No. 18.

Responsibility for movement over Belt Ry. of Burton Stock Car 836. L. N. A. & C. Ry. v. P. & E. Ry.

Your Committee to whom was referred the papers in the above controversy find that Burton Stock Car 836 was delivered to the L. N. A. & C. Ry. over the Belt Ry. on September 12, 1896, loaded with stock for the Fair Grounds. At this time the car had certain defects, for which the L. N. A. & C. state they asked card from the P. & E. This statement, however, is denied by the P. & E., and no proof is attached in the papers. Before forwarding the car to the L. N. A. & C. the papers show that the P. & E. took careful note of the existing defects, and used this to compare with the condition of the car on its return. Finding additional defects when it was returned, they asked the L. N. A. & C. for a defect card for the additional defects, which was refused, and for that reason the car was returned to the L. N. A. & C. The papers show that a compromise was effected by which each party made good the defects for which they were responsible, and the car was then accepted by the P. & E., but

the payment for the extra movements over the Belt was not considered in the compromise, and this is the question before this Association. The papers were sent to each member of the Committee, and each one sent his opinion direct to the Chairman, and we find that four are of the opinion that the expense incurred by the extra movements over the Belt should be equally divided between the two parties, while two think the L. N. A. & C., and one, that the P. & E. should pay the whole of the expense. We would recommend a decision in accordance with the opinion of the majority of the Committee, for the following reasons:

1st. The P. & E. violated the 9th of the Rules of this Association, which provides that: "Cars must be rigidly inspected by the delivering road, and defects found must be carded or repaired previous to forwarding." The papers show that the P. & E. did know of the defects, and took memorandum of them, but neither carded nor made the repairs. Had they complied with this rule, it is likely there would not have been any controversy on the subject.

2d. That the L. N. A. & C., in returning the car with additional defects without carding or making repairs, committed the same error, and for that reason we would recommend that the decision of this Association be that the expense for the extra movement be divided equally between the two roads.

In connection with this subject your Committee would call attention to the fact that the principal reason for the changes made in the M. C. B. Rules last year was to facilitate the movement of freight, and that the action of the L. N. A. & C. in forwarding the stock without awaiting an answer to their request for a defect card is to be commended, while the action of the P. & E. and the Monon in forwarding the car in violation of Rule 9 can not have the approval of this Association.

Respectfully,

WM. SWANSTON, Chairman,  
M. W. MANSFIELD,  
G. H. GRAVES,  
A. A. ZION.

The Chair: What will you do with the report of this Committee?

Mr. Zion: I move the adoption of this report.

Motion duly seconded and carried.

The Secretary: The following is Mr. Swanston's report concerning Case No. 19:

Indianapolis, Ind., April 7, 1897.

Mr. G. B. Staats,  
Secretary.

Dear Sir: I return herewith all papers relative to the controversy between the P. C. C. & St. L. and St. Louis Division of the Big Four in regard to slid flat wheels under E. & T. H. 119. As the Standing Committee have not reached a decision, the subject is referred to the Association.

Yours truly,

WM. SWANSTON, Chairman.

To the Officers and Members of  
The Indianapolis Division of  
The Central Association of R. R. Officers:  
Case No. 19.

I herewith submit the papers in a controversy between the St. Louis Division of the Big Four and the P. C. C. & St. L. Ry. in regard to the delivery of E. & T. H. 119, December 5, by the St. Louis Division of the Big Four to the P. C. C. & St. L. Ry. over the Belt Ry. As four of the members of the Standing Committee were interested in this case, it was thought best that the papers be submitted to the other three members by the Secretary of this Association, Messrs. Kurtz, Graves, and Raidy. I attach their opinions, but no decision has been arrived at by them.

A brief statement of the case is that E. & T. H. 119 was delivered to the Belt for the P. C. C. & St. L. Ry. about 8:50 p. m. Saturday, December 5, 1896, and by the Belt delivered to the P. C. C. & St. L. Ry. yard about 1:50 a. m. of Saturday, Decem-

ber 6. After the car had been left by the Belt, and before it had been moved, the Inspectors found a pair of wheels under the car slid flat beyond the limit of the M. C. B. Rules, and in less than two hours from the time of delivery had called twice by telephone on the Inspector of the St. Louis Division of the Big Four, but could get no answer. When going off duty, he gave the information to the day Inspector, who also called but got no answer. He then wrote what he had to say and sent it by the Conductor of a Belt cut, about 9:00 a. m. Sunday. As the car was loaded it was sent to the shop, a new pair of wheels put under it, and the car sent forward. On Monday p. m. the St. Louis Division of the Big Four Inspector was again asked for a defect card which was refused. As the Committee have not reached a decision, the subject is referred to the Association.

Yours truly,

WM. SWANSTON,  
Chairman.

The Chair: Gentlemen, what will you do?

Mr. Raidy: So many of the persons being interested, it was submitted to a minority of three.

Mr. Swanston: I think for the information of those present the letters of these three persons should be read.

The Secretary then read the three opinions in question.

Mr. O'Reilly: I make a motion that the I. & St. L. pay it.

Mr. Raidy: Second.

Motion carried.

The Secretary was requested to notify the interested roads of the action taken.

Secretary: That concludes the report. Next is members proposed.

The Secretary then read letters as follows: From Mr. J. S. May, proposing for membership J. W. Coneys, Trainmaster, and R. K. Brown, Jr., Engineer Maintenance of Way; from Mr. H. I. Miller, proposing W. R. McKeen, Jr., General Fore-

man, Terre Haute Shop. On motion the three gentlemen named were elected members.

The Secretary read communications from Secretaries O. G. Fetter and Wm. Grogan relative to making the Railway Equipment Register the official organ of the Association.

Mr. Zion: I move the communication be laid on the table.

Motion carried.

Meeting adjourned at 12:30 p. m.

H. F. BICKELL,  
Vice-President.

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building April 14, 1897.**

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President Connors in the chair.

The following lines were represented :

B. & O. R. R.....	MR. J. H. GLOVER. MR. J. M. HOST.
C. H. V. & T. Ry.....	MR. M. S. CONNORS. MR. S. S. STIFFEY. MR. W. E. COSTELLO. MR. R. S. QUIGLEY. MR. T. R. LIMER.
C. S. & H. R. R.....	MR. C. L. GARDNER.
C. H. & D. Ry.....	MR. J. A. GORDON.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH. MR. J. A. KEEGAN.
C. A. & C. Ry. ....	MR. J. J. HENRY.
P. C. C. & St. L. Ry.....	*MR. J. F. MILLER. MR. G. L. PECK. MR. J. W. ANSEL. MR. R. E. McCARTY.
T. & O. C. Ry.....	MR. H. C. FERRIS.
Z. & O. R. R. R.....	MR. J. S. GILLESPIE.

\* Represented by Mr. J. H. Schwartz.

The reading of the minutes of the previous meeting was dispensed with.

The Secretary reported that he had submitted to the lines having terminals at Columbus, for letter ballot, the following resolution adopted by the Local Freight Agents' Association:

Resolved: That the Secretary be requested to take up with the Columbus Division of the Central Association of Railroad Officers one of exceptions to the reconsignment charge rule, which reads, "On cars held for freight charges no charge will be made," and ask that they be relieved from this exception, allowing such cars to be placed and the charge made, providing original placing be not acceptable to consignee.

In the ballot the C. C. C. & St. L., C. A. & C., C. H. V. & T., C. S. & H., N. & W., P. C. C. & St. L., and T. & O. C. voted in favor of the resolution, while the B. & O. say they are not, unless a uniform credit system is adopted.

Mr. Berry: Perhaps I can explain what is meant by the uniform credit system. The agents would like to have a system by which they can notify each other of all those in Columbus who are entitled to credit at the local freight stations for freight charges, that is, they want uniform action in regard to giving credit; and then if anyone fails to pay his freight charges at one station, that agent might notify all the others, and they could cut off his credit.

Chairman: It would seem to me that that is a question secondary to the one at issue. I think the suggestion is a very good one, and that the matter ought to be taken up with the Local Freight Agents' Association with the view of having the plan adopted, but the question before the house should be disposed of. There is a majority vote in favor of the adoption of the resolution.

Secretary: This is a matter on which I think there should be unanimous action, as none of the roads would want to carry out the resolution unless everybody would do the same thing.

Chairman: Mr. Glover, what is the situation with reference to this question?

Mr. Glover: The trouble is simply this: I suppose all roads extend credit to certain firms and interests, and deliver their freight before the freight charges are collected, and this charge has some bearing on that. For instance, if a car is held until the freight charges are collected, as I understand it, then no charge accrues, but if it is delivered under the credit system, there is a charge. That is not giving all people the same show.

Chairman: Mr. Berry, you are Secretary of the Local Freight Agents' Association; I would like to hear from you on that point.

Mr. Berry: The cars that would be held under the reconsignment rule for freight charges are cars that would not be delivered by the agent until after he had received his freight charges. There are a great many people here who have credit, and of course their cars should be placed immediately upon arrival, and the money collected afterwards; but it is the shaky fellows the agents are trying to cut off, and they seem to think it is a premium for these fellows not to pay their freight charges to have them exempt from the reconsignment charge.

The question of a uniform credit system has been discussed a good deal by the agents, but they have never come to any conclusion, as all lines must agree to it. There has been a proposition made that all parties who have been given credit, and who refuse to pay freight charges promptly after cars have been unloaded, or at the end of the week or two weeks, as the case might be, should be reported to some one who would notify all the other lines, and they could all refuse credit at the same time. They have never arrived at any decision on the matter, although it has been discussed a great many times.

Mr. Host: Does "reconsignment" mean a shipment sent away from here or reconsigned to some one here?

Mr. Berry: The term does usually mean to move out of town, but in the matter of which we have been speaking it refers to where a car has been placed on a certain track for unloading, and the consignee desires a more favorable position for unloading and orders it, say, to some other line or to some other track

on the same line in Columbus. The charge for this service we call a reconsignment charge, though it is really a switching charge.

Mr. Glover: As the B. & O. is the only line that has objected to the resolution of the Agents' Association, I move that the question be left over until the next meeting, and it can probably be closed at that time.

Motion seconded by Mr. Miller and carried.

Chairman: The next business in order is the reading of correspondence. Has the Secretary anything to present?

Secretary: I have a letter from Mr. W. F. Allen, Secretary of the American Railway Association.

New York, March 24, 1897.

Mr. J. H. Schwartz,  
Secretary Central Ass'n of Railroad Officers,  
Columbus, Ohio.

Dear Sir: I desire to acknowledge the receipt of your letter of the 13th, with extract from the proceedings of your Association at its February meeting, which will be duly laid before the Committee on Car Service of this Association at its next meeting.

Yours truly,

(Signed) W. F. Allen,

Secretary.

The Secretary read the minutes of the meeting of the Yardmasters' Association, held on March 15, and of the meeting of the Car Foremen's Association, held on March 18. The same were accepted and ordered filed.

The Secretary also read the following letter from Mr. Whittelsey, addressed to the President of this Division:

Toledo, March 13, 1897.

Mr. M. S. Connors,

President Col. Div., C. A. R. R. O.

Dear Sir: In referring to decision of Columbus Association on page 13 of the proceedings of the C. A. of R. R. O. for February relative to rights of trains under Rule 105:

This ruling seems to conflict with the ruling of the American Association on page 145 latest edition standard code.

Yours truly,

(Signed) T. F. Whittelsey,

Gen'l Supt.

The paragraph referred to by Mr. Whittelsey, as it appears in the minutes, reads as follows:

"On the subject of the right of a local freight train to sandwich itself in between two sections of a through freight, it was decided that a local freight train would have no right to do this unless authorized by special rule on the time-card, but that a through freight of a different schedule would have no right whatever to sandwich itself in between two sections of a schedule of the same class."

Chairman: The question was discussed quite freely at the February meeting, at which Mr. Whittelsey and other gentlemen were present. I do not believe the notes for that meeting were taken in shorthand.

It was explained by the Secretary that an error had been made in writing this paragraph in the minutes, which was overlooked in reading them over before sending to the printer.

Chairman: Mr. Whittelsey is right in calling attention to the matter, and we should correct the proceedings. We all know better than to say that a through freight train can not sandwich itself in between sections of other through freights without orders; they can do it if they come in at junction points. They can not do it on the road between telegraph stations, except as provided by special rule.

Mr. Gordon: It is my impression that that was brought out clearly in the discussion.

Mr. English: We certainly brought out the points in the case. A local may come on at a junction point and run between sections; there is nothing in the standard code to prevent it.

Mr. Glover: What was the intent of the paragraph which it is proposed to correct?

Chairman: The intent was this: that a section of a freight train has no right to pass a preceding section between stations, except as provided by rule, and that a local freight has no right to run between sections of a through freight on the road unless provided in some special rule on the card, with the exception that at junction points trains have a right to come in and take their position on the main line and proceed under their rights.

Mr. Glover: Do you mean that it is the sense of this Association that when a local falls behind the first section of a regular train, it has no right to proceed ahead of the other sections?

Chairman: Except when provided by special rule on the card. The standard code does not provide for a local train to run ahead of sections of a delayed train, except as it refers to it in connection with trains at junction-points, where trains have a right to come in and proceed ahead of delayed trains of the same class on their own time and rights.

Mr. Gordon: I think the question we passed on was this: Has a local freight a right to pass another train of the same class out on the road? That was really the question at issue. We are all certainly well-enough posted to know that a local freight can leave a terminal ahead of a train of the same class without orders, and it was fully agreed at the meeting that a local can come on at a junction point between two sections of the same class and proceed. The decision was that a local freight can not pass a train of the same class out on the road unless there is something in the time-table to permit it.

Mr. English: It was further discussed that a train starting from a station not a terminal on the time of an overdue train

could proceed. For instance, a Hocking Valley train could start from Lancaster under those conditions.

Chairman: We would call Lancaster a terminal for that train.

Mr. English: Well, you might have a work train out four or five hours and want to run it in from some way station; and if you want to start it on the time of an overdue train of the same class, it does not affect the rights of that train. I say this in connection with Mr. Gordon's remarks.

Chairman: The Secretary will please acknowledge the receipt of Mr. Whittelsey's letter and correct the minutes.

The next thing in order, I believe, is discussion of the paper presented by Mr. Keegan at the last meeting.

The Secretary read Mr. Keegan's paper entitled "Economical lubrication of Locomotives and Cars; where to draw the line between economy and extravagance," as printed in the proceedings for March.

Mr. Keegan: Since I wrote that paper I have experimented a little and found that I could run some of the cars a week longer, or 2400 miles with one oiling. I gave it my personal attention, and saw that they were oiled as they should be. By close watching, I think we can run cars much further with one oiling than we usually do.

Chairman: Mr. Stiffey has had some experience in handling oils. We should be glad to hear from him.

Mr. Stiffey: I would say that the rules outlined in that paper are practically what we have adopted. On our locomotives we limit the engineers in freight service to a pint of engine oil for forty miles and to a pint of valve oil for one hundred miles. In passenger service we limit them to a pint of engine oil for fifty miles, and to a pint of valve oil for three hundred and fifty miles. Our March performance sheet shows that the general average of all engines was 45.19 miles to a pint of engine oil, and 162.16 miles to a pint of valve oil. But our passenger engineers seem to think they can run over the limit, and some do not use up to the limit. They vary. The show-

ing also depends somewhat on the amount of oil drawn. Sometimes at the end of the month they draw oil when they should not, although we try to restrict that, and it makes a variation in the report from month to month. In some months when more engines are broken in after coming out of the shop, there is probably a little more oil used, and it makes a variation; but we limit the amount and insist upon that being carried out, and they can not draw any more oil than that amount. In some cases we find engineers saving oil, and we have occasionally on some engines to take out oil, for they accumulate three or four gallons. We have limited this to a gallon. In some cases where the men have had hot journals they have claimed that they did not have enough oil. However, we have been educating the men for some three years, and have had a great deal of talk with them in discussing the matter, and we have finally given them to understand that this quantity of oil is sufficient. At the start we did not limit the amount of oil, but tried to show that a certain amount of oil was sufficient, but we found in a number of cases that if they got the oil they would use it, and we had to put a limit on it. We could not get the quantity reduced to where we wanted it otherwise.

In car oiling we have, as Mr. Keegan suggests in his paper, arranged to have our dope mixed in quantity. We have a double bin which holds four or five barrels of dope mixed, and while they are using from one side the dope is mixed in the other side, where it stands for several days as the other is being consumed; in fact, it sometimes stands for two or three weeks. We have restricted the amount of oil that the oilers on freight and passenger cars use. We have tried to educate them and have educated them so that they see that the dope is in proper shape to put in the boxes. When we started out we found the boxes were filled full of dope which was more than saturated, an excessive amount of oil being used, and a great deal of it was wasted by flowing out of the back of the box. Now we specify a certain amount of oil to a certain amount of waste and know that it is properly saturated. The packing is put up

around the journal, about half-way on the bearing. We consider that enough when properly saturated, and find that there is very little waste of oil. The oiler, in going over the cars, raises the lid, puts in his sponging-iron and loosens up the waste, and as he is familiar with the amount of oil that should be in the waste, if he finds enough there he passes on. We also reduced the cans used and the size of the spouts. We reduced the spout from an inch and a half to half an inch, and it is not possible to put in so much oil in the same length of time. By these means we have reduced the quantity of oil used on passenger and freight-cars more than one-half. We are using a high-grade of oil—the Galena oil. Formerly we used common black oil. With the high-grade oil it does not require so much, and we have our men educated to where they use much less oil than they did, with better results. We have some trouble with car-boxes heating. One of the troubles that exists is that when cars are standing around the mines, or along sidings, tramps seem to steal the packing, and in some cases we have found boxes filled with sand or grit of some kind. It is in very few cases, however, that we find trouble attributable to lack of oil, but, instead, it is more likely to be caused by foreign substances in the boxes.

Chairman: Is it your opinion after your experience with high-grade oil for the past two or three years that it is economy to use that grade of oil as compared with the cheaper grade?

Mr. Stiffey: Yes, sir.

Chairman: Have you any figures you could submit today, showing the results of your test?

Mr. Stiffey: Nothing except what I have said as to the miles made. We have thrived our mileage on locomotives, and get just as good results in repairs to cylinders, packing, and valves. We did formerly use large quantities of tallow oil on passenger engines, and we now get just as good results and have as little repairs as when we were using a large quantity of the previous oil.

Mr. Host: What is the difference in the cost of the oil?

(Mr. Stiffey made the following statement after the meeting, when he had looked into the records a little more:

I find we have made a reduction in the quantity of oil used of two thirds of the former amount. Under our present contract we pay 18c. per gallon, instead of 20c., as stated at the meeting. We formerly paid 6c. per gallon, which makes the cost of lubrication the same as when we were using the cheaper oil; but, while we are making no saving in the price paid for the oil, we are making quite a saving on account of the high-grade oil, in the way of locomotive fuel, overtime, and in the replacement of car brasses, although we can not say what this amounts to in money. This Galena oil does not congeal in cold weather until from ten to fifteen degrees below zero, and the saving on account of this advantage over the old oil amounts to considerable.)

Mr. Henry: Mr. Stiffey has expressed about what we are doing. We are using Galena oil also. We can not make as good a record, especially with valve oil, and this is largely due to the time it takes to get over the road. All the C. A. & C. trains are more or less local trains, and time cuts quite a figure. If you run a hundred miles in three hours, you can lubricate much cheaper than if you run it in six hours. We are making a good record, but not as good as the Hocking Valley. I have no figures here, and for the last year or two I have not paid any attention to the oiling question at all.

Chairman: What is your judgment, Mr. Henry, with reference to the use of a higher grade of oil as compared with poorer grades?

Mr. Henry: I think the high-grade is cheaper where it is used with economy and where you educate your men to look after it. Of course if you waste high-grade oil it is more money thrown away. The Galena people have more than saved us, right along, what they agreed to.

Chairman: What has Mr. Peck to say?

Mr. Peck: I did not come in until Mr. Keegan's paper had nearly all been read. I hardly feel qualified to say anything

on the subject. The matter of oil is handled by our Motive Power Department, and it is seldom brought to my attention. We have a contract with the Galena Oil Co.

Chairman: I would be glad to hear from all of you.

Mr. English: I have given the matter no attention, and I am not prepared to express myself.

Mr. Gordon: I have nothing to offer further than this: since we began using high-grade oil we have had less trouble with hot boxes. Whether it is because of the men, or virtue in the oil, I do not know.

Mr. Ferris: I have no criticisms.

Chairman: I feel that the paper submitted is a very able one, and the subject is one that should have considerable discussion. That there are extravagances there is no question, and the key to that extravagance on locomotives rests with the engineer. If the methods adopted by the mechanical department of our road will not bring about the solution of the trouble, I do not know any other just now that will. I feel very much indebted to Mr. Keegan for his paper.

Mr. Peck: Before we go off the subject, I would like to bring up something. We were talking about trying to run our trains a further distance between oilings, and the engineers were naturally afraid of it, and our Motive Power people were afraid; but I notice when I go out on the road on special, we are able to run over a hundred miles, if we want to do it in that particular case. The question is whether we can not do it every day. I notice by the papers that in England they are running some trains 194 miles without a stop. They must have a better method of lubricating than we have. The P. R. R. on some of their runs go a distance of 120 miles with one oiling, and, as I understand it, their motive power is constructed the same as ours, and I do not know that they have any better methods of applying the oil than we have. I would like to know what would happen if we would arbitrarily say to the men that they should cut out one oiling: "Your custom is to oil at certain places; for the present we will just skip one place." We have

discovered all along the line that there has been an excess of oil used, and it is barely possible that we might find we could save in this way.

Mr. Keegan: You would have to take the responsibility off the engineer. So long as he has the responsibility he will look out for himself. If it is taken from him, he will probably run further.

Mr. Peck: I think we should assume the responsibility. The tendency has all been in the direction of oiling too often, the same as in the matter of taking water, and they go to the extreme.

Mr. Keegan: The distance between oilings depends upon trains. At certain points the men get down and look, but do not always oil, and do not oil everything. As a rule, they run 50 to 60 miles, but it all depends upon the train, speed, etc.

Chairman: Our mechanical department three years ago issued instructions to engineers locating oiling stations. Prior to that, they were oiling almost anywhere they took a notion. Since then they have observed instructions. It will average about fifty miles between oiling points. There have been no bad results so far as I have heard.

Mr. Stiffey: We have run passenger engines from Toledo to Columbus, 124 miles.

Mr. English: I would like to know if it does not depend largely upon the class of locomotives.

Mr. Keegan: It does to a certain extent. Large journals, of course, require more oil than small.

Mr. Peck: Are not the driving-boxes the first things that cause trouble in running long distances?

Mr. Keegan: It is generally the eccentric straps which they oil first.

Mr. English: Is not that largely due to the kind of valve oil used?

Mr. Keegan: Yes, in some cases. It will run out and dry and splash off.

Mr. English: Our heavy Brooks engines require more valve

oil in order to avoid strain on the straps. In many cases they break the straps.

Mr. Henry: We run about 45 miles to an oiling. I feel positive that this could be increased and some saving made. Two or three years ago we handled some Pan Handle passenger trains over our line during the New Comerstown washout, and with only a few exceptions they ran 107 miles and did no oiling. Their trains were heavier than ours, and they did not make as good time over the road.

Mr. Peck: We have been for some time driving the men in the other direction. The engineers feel the responsibility and want to be absolutely on the safe side. We have not had any evil results in the matter of oil and water in going the other way.

Mr. Henry: I think the great trouble is, when the engineers have the responsibility and anything goes wrong, they are censured too much. Something gets hot, due to some other cause, perhaps, or something does wrong with a valve, and the great tendency is to jump onto the engineer and score him. It naturally results that he is going to use more oil. I think if they were not censured so much, we would get better results. It is pretty uncertain to say the engineer is to blame, but you naturally want to blame it onto some one, and the engineer is the fellow that gets it. I believe if we did not blame the engineers so readily, and put the oiling stations further apart, we would get as good results. I do not believe we would have any more hot boxes or journals than now.

Chairman: What is the experience of the T. & O. C. on their western division.

Mr. Ferris: We oil twice on the run of 133 miles.

Mr. Host: Our run is about 40 miles.

Mr. Gardner: Our trains run about 40 or 45 miles to one oiling.

Mr. Glover: I think the question of oiling depends largely on the man, and also the question of water. When the B. & O. enginemen are compelled to run so many miles to so much oil,

regardless of where they use it, it is natural for the engineman to use oil where he makes a stop for water. Passenger engines under ordinary conditions will naturally run 40 to 55 miles with one tank of water, and the engineman will use oil at these stops. While I can not vouch for it, there was one engineman, I was told, who would frequently run 87 miles without getting down to oil his engine. There was no rule as to where he was to oil, and he simply assumed the responsibility of running his engine 87 miles with one oiling, and never slipped up on it. He had an engine with 72-inch wheel, and in general did not have to run particularly fast, and he took advantage of a great many things. Other men running in the same runs with him did not do the same thing; they probably would not assume the responsibility he did. I think myself the question of oiling depends a great deal on the engineman himself; he is naturally prone to oil when he takes water; and if he does not take water, he would not oil. There are two water-stations on this division, some of the men oil at both, some at one, and this man at neither.

Mr. Henry: I do not believe you would have any trouble cutting out one of the oiling stations, provided you back your engineer. When the water-stop is made, the engineer can get down and examine the engine, and if anything is wrong, he can oil it; if not, he can go on to the next stop.

Mr. Gillespie: Our average oiling-stops are about 25 miles apart; but we have three engines that go over the road, 75 miles, with one oiling. We have a variety of engines, and some use more oil than others.

Mr. Gordon: We run 35 to 50 miles, according to the water-stops and stations where they have sufficient time to oil. It suggests itself to me if you cut out an oiling-stop, can you always depend upon your engineer getting down? If something goes wrong, won't he turn around and say it is a matter of oil instead of a matter of inspection?

Chairman: There is the danger, Mr. Peck.

Mr. Peck: Yes, it would be a matter of experiment, and

all these things must be considered. The question is whether we can afford to try it.

Chairman: The next subject on the call for the meeting is "Coach rental; mileage charge in addition to per diem."

Mr. Gardner: This subject is one which each road will probably elect to handle as it sees fit. I have noticed that there is quite a difference in the amount of mileage charged on borrowed coaches, and I thought it would do no harm to get an expression from the Association as to what they thought would be a fair price. It has been as low as five cents, and I remember a case where the charge was ten cents each way.

Mr. Henry: It is my impression that there was a resolution passed in this Association once settling that matter.

Mr. Schwartz: Yes, sir; that is, for coaches used in general business, three cents a mile. The question we are speaking of now is the mileage necessary to bring a coach from some point to the borrowing road. I will say for the Pan Handle that, in accordance with recent instructions from our General Superintendent of Transportation, who handles all car mileage matters, instead of making a charge of three cents a mile each way, we make a charge of six cents a mile one way. If we had cars at Columbus, and loaned them to some road here, we would make no charge for mileage; if we brought them from Pittsburgh, say, to Columbus, we could charge six cents a mile for 193 miles, as the cars would either have to go back there, or some other coaches hauled to take their place.

Chairman: What is the B. & O. practice?

Mr. Glover: I am not able to answer that question. This matter is entirely in charge of our Superintendent of Transportation, at Baltimore, and whether he makes a charge, or what charge he makes, I do not know.

Mr. Limer: As I understand it, the American Railway Association's rule is that the charge should be three cents a mile, one way, and nothing said about returning the coaches. We have always charged that when we deadhead coaches over our line. The practice differs on different roads; and when we bor-

row coaches, the American Railway Association does not cut any figure.

I think there should be some action taken in regard to loaning parlor cars or chair cars. The American Railway Association says nothing about it; and while we have not in the last year or two been called upon to loan a parlor car, we have loaned them, and the question came up about the rental.

Mr. Gardner: I think you will find that they say chair cars.

Mr. Limer: They do not with linen or service of porter. When you loan a parlor car you generally let the linen go with it. I think ten dollars a day is a fair charge without porter.

Mr. Gardner and Mr. Henry: That is my experience.

Mr. Gardner: The freight tariff on empty cars on their own wheels is eight cents a mile. Do you think we can haul them any cheaper on passenger trains than on freight?

Mr. Peck: That is a tariff for outside parties, to bring profit, whereas this is more a matter of courtesy between roads.

Chairman: Since there seems to be some difference of opinion, would it not be in order to appoint a committee to submit at the next meeting a resolution to be submitted to the different roads for a letter ballot?

Mr. Limer: I would like to have it include some rate for handling parlor cars.

Mr. Gillespie: There is another point that might be considered; that is, when you borrow coaches and they have to go over some foreign road before reaching you, what should be the charge? For instance, when we get coaches from the Hocking Valley and they go over the B. & O. from Columbus to Zanesville. There is sometimes controversy as to what mileage should be paid; we had it up with the B. & O. last summer.

Mr. Limer: Don't you think your time should be figured for rental from the time the coaches left our line and were delivered to the B. & O.?

Mr. Gillespie: That would be a question between ourselves and the Hocking Valley. I am referring to the mileage from Columbus to Zanesville.

Mr. Limer: That would be a traffic matter; at least, I would so consider it.

Mr. Limer: I move that a committee of three be appointed to take up this matter and investigate the practice of the different railroads as to handling coaches loaned to another line on a per diem basis, and the charge per mile for deadheading coaches to a connection.

Chairman: So that we may submit to the different roads, members of this Association, a uniform plan.

Motion seconded by Mr. Henry and carried. The chair appointed Messrs. T. R. Limer, J. F. Miller, and T. J. English.

Chairman: Has any one anything to offer under the head of Running Switches?

Mr. Gordon: I might present this from a transportation standpoint: We have on the C. H. & D. some stations where the yards are very long, and where a local freight must do switching, sometimes for an hour or two hours, the train being left on a passing track, and the engine in some other part of the yard doing switching. Now, when that engine cuts off and the rest of the train is left in there, should they display any markers? If so, and another train comes up to pass them, what attention, if any, should be paid to the markers of the train on the siding? If a train of the same class, or any other train, has orders to meet the first train, and finds the engine in some other part of the yard, should that engine not have markers on? I do not know what the general practice is. Our engines simply cut off and leave their trains on the passing siding with markers displayed. When a train has an order to meet them, they generally find out from the engine where the rest of the train is; but it is a question in my mind whether this is the best practice we could adopt. I am not able to suggest anything better at present, but I thought I would like to know what the practice is on the other roads.

Chairman: That strikes me as being a subject that would provoke some discussion.

Mr. English: I think Mr. Gordon puts the question and

answers it. If the engine leaves the train on a siding and goes off a mile or two to work, within the yard limits, and a train comes along to meet them, they would first ascertain from the engine if they were number so and so, and where the rear end of the train was. It is the duty of that crew to know what the markers are displayed on the siding. That constitutes the train and they have no right to pass until they know where all the train is. If the engine went off and stopped the opposing train, and there was no register, I would not consider it very good rail-roading. I would expect the opposing train to be delayed for the information.

Mr. Gordon: What constitutes a train? There is no engine there, simply some cars on a side-track.

Mr. English: I would consider it the conductor's duty to leave a brakeman in the caboose or at the switch. There must be somebody on hand or a register to give the information.

Chairman: Where that condition prevails would it not be cheapest to make that place a register station?

Mr. English: We have examples of that kind.

Mr. Gordon: The case presents another feature to me. Suppose a train should stall on a hill out on the road on some siding, and should take part of the train from the siding and leave the rear end with markers displayed, and another train comes along. Has that other train any right to pass the cars on the siding, that is, a train of superior class which finds the cars on the siding with the switch closed and markers displayed?

Mr. English: Yes; a train of superior rights certainly can pass. The only rights the front end would have to leave the siding would be time-table rights with the rear covered by flag.

Mr. Gordon: If a train of superior class has a right to pass, why not a train of equal class?

Mr. English: Suppose you were going to a siding to meet a first-class train, or a second-class train, and stalled on the hill and had to take your front end over and return for the rear end, you could not go back without protection of flag, only on time-card rights.

Chairman: So far as the Hocking Valley is concerned, we have no stations that could be taken as an example of Mr. Gordon's first case.

Mr. Peck: I think we have had a good many cases of this kind, and I think we would hold a crew responsible for knowing what they were passing. If they found a caboose on a siding they should know what it is before going by.

Chairman: Would you insist upon the crew leaving markers displayed?

Mr. Peck: Yes, sir; I think the markers should be left on the caboose. I think we had a case not long ago where the engine left the train on the siding and was working on a back-track somewhere, and we disciplined the following men. I think that would always be our practice. In the matter of passing the rear end of a train, our book of rules has always said that the rear end must not be moved or passed around.

Chairman: Would you consider that applying to the train on a side-track?

Mr. Peck: Yes, sir.

Mr. Gordon: If a man was going over to double a hill, and intended to let a following train pass him, a passenger train say, he could take the markers in. If the switch is closed and the markers taken in, I should think it could run by all right; but if the markers are up, it might cause some doubts.

Mr. Peck: The standard code does not specify whether on main track or side-track; you must not move or pass around a broke-in-two.

Mr. Gordon: It is not a broke-in-two in that sense of the word.

Mr. Peck: I know, but I think in this case the responsibility should be placed on the men who cut the train. The men left in charge of the rear end ought in every case to be instructed how to handle the matter.

Chairman: There is this feature of danger that presents itself to me. In pulling out of a siding, a train might part and the men on the forward portion fail to discover it; the men on the

rear portion, supposing that it would be discovered before the train got out of the siding, might set the switch behind them for the main track, knowing that a passenger train was due in twenty or thirty minutes. The front of the train might then go on for a mile, or a mile and a half.

Mr. Peck: You can not make rules that will cover all the mistakes of railroad men. You would hold the men on the rear end responsible.

Mr. Gordon: In regard to the train being left on a siding while the engine is off in another part of the yard, what rights has a train going in the same direction to pass?

Mr. English: It has no right to come between the separate parts of that train. Our practice is that the following crew must first learn from the conductor what the train is, where the front end is, and so forth. This is done every day.

Mr. Gordon: Do your first-class trains stop at way stations and find out about that being a portion of the local?

Mr. English: If they have an order to meet that train, they must find out about it; but if not they would pay no attention to it.

Mr. Gordon: I would like to know clearly whether you would consider that a train broken in two. If it is, your superior train has no right to pass it.

Mr. Peck: The man on the rear end should be in position to know whether the track was clear, and if it was not safe for the passenger train to pass, he would be held responsible for stopping the passenger train. If the engine was off the main track and doing work, the passenger train would not care anything about them.

Chairman: Suppose the man died?

Mr. Peck: I give it up.

Chairman: Just a moment—this thing might assume a phase which would be serious. Something might happen to the man who should have stopped that passenger train. Should there be any way provided whereby the passenger train should not pass?

Mr. Peck: I do not think so. You can't provide rules to cover everything. We have a situation at Coshocton where the train stands while the engine goes off on a back-track for several hours, and we recently disciplined a crew for running around a preceding section of their train there. Mr. Ansel, I think, can give the particulars.

Mr. Ansel: There were five sections of No. 85, and the fourth 85 was in the siding at Coshocton. We had been running a local train, and the engine and crew on this train in the siding had formerly run on the local. Fifth 85 coming up, saw the men there, and supposing that this was the local train, went on around them, which they should not have done.

Mr. Gordon: On what grounds was the crew disciplined?

Mr. Peck: On the grounds that they should have known.

Mr. Gordon: Why should not a first-class train be treated in the same way?

Mr. Peck: A first-class train is a different matter. The inferior train is supposed in every case to keep out of its way.

Mr. Gordon: Suppose your crew had passed the rear portion and kept on until they found the engine, and had then learned that it was a section of their own train and had passed it, would you hold them for passing?

Mr. Peck: Certainly; on the same ground. I would say to Mr. Gordon, however, that after the investigation I told the Trainmasters that I thought there was a loophole.

Mr. Gordon: We have had no trouble of the sort, but I think it is a case where we ought to have a definite rule.

Mr. Peck: I do not know but the standard code covers it to a certain extent.

Chairman: Was the train dispatcher not in fault for not stopping fifth 85 and giving them notice?

Mr. Ansel: I do not think the train dispatchers were responsible.

Mr. Peck: I do not suppose the dispatcher had any word. The trains were away from a telegraph office. The dispatchers did not want them to change their position. Don't you think

some one else was to blame? We put the blame where we thought it ought to be; but still I think it was a trap that almost anybody might fall into. The dispatcher knows the trains are in there, but does not know what they are doing; how is he going to notify fifth 85 of what he doesn't know?

Chairman: Would you not hold the conductor of fourth 85 responsible for not notifying fifth 85. In my judgment that conductor should not have let fifth 85 run around him; he should have stopped fifth 85 and told him who he was. He ought to know where all his train is as well as the conductor of fifth 85, and better; he is in position to stop fifth 85, whereas the conductor of fifth 85 is not in position to know who he is until he gets by him.

Mr. English: I think fourth 85 has all he can do.

Mr. Ansel: I think so too.

Mr. Peck: There are three or four long sidings at this point, and fourth 85 is on a back-track, or somewhere at work. Perhaps the track adjoining the main track is filled up with cars, and his caboose is out of sight. There is certainly a loop-hole here, as I said.

Chairman: Then why should not your conductor stop the following train?

Mr. Peck: There is nothing in the book of rules to require it.

Chairman: It is good judgment.

Mr. Host: Suppose a passenger train is due; what would you say to the front men for flagging a passenger train?

Chairman: If he was blocking the track, the would have a right to do it. If the track is clear, the passenger train has a perfect right to proceed; but if it is a freight train, he ought to stop it.

Mr. Host: How would a man know after night?

Chairman: Rule 121 applies to that. You are railroading for safety.

We have more than used up the time allowed for these discussions. The next subject on the call for the meeting is a paper on "Unaccountable Accidents" by Mr. Glover. The

paper which Mr. Glover will read will be printed in our proceedings, and will be discussed at the May meeting.

### UNACCOUNTABLE ACCIDENTS.

Beyond question, there are many accidents which occur on railroads for which no legitimate or reasonable cause can be ascertained, and it is of this class of accidents I wish to speak, with a view of proposing a plan for the consideration of this Association which might assist in the solution of some of these inexplicable occurrences; for not only is it annoying and unsatisfactory to be unable to trace directly the cause for every effect in such cases, but, from a legal standpoint, it is always more or less detrimental to the interests of the Company involved not to make a positive statement. Therefore, should each and every road here represented keep an accurate record of all such accidents, and each, when called upon, present the same to the Association for consideration, the concensus of experience might result in interesting developments.

To show to what an extent this class of accidents figures in railroad statistics, I quote the following clipping from a local newspaper of recent date: "Of the 1347 accidents which occurred on railroads in the United States in 1896, of which record was made, 792 were on account of derailments, 515 collisions, and the others from miscellaneous causes. Of the number 78 were caused by defective roadbed, 188 by defective equipment, 66 by negligence in operation, and the others from unknown causes." You will note that out of 1347 accidents there were only 40 charged to miscellaneous causes; yet out of 792 derailments there are only 332 for which specific causes are given. Admitting that only 50 percent of the remaining 460 were satisfactorily explained to the local officers, there still remains a large number which must be classed among the mysteries of railroading.

In order to present as clearly as possible to you the subject in point, will mention a few collective and individual cases which have occurred on the division which I have been connected with within the last seven years. From July 5, 1891, to May 4, 1894, there were 29 cases of derailment of front tender-truck of passenger locomotives on a territory of 414 miles; all light engines, or passenger trains with from one to ten cars; in every case engine was running about schedule speed. Seven of the cases were on straight track, and the remainder on curves from 1 to 7 degrees, 6 on ascending, and 21 on descending grades, and 2 on level. Of the 22 cases on curves, the wheels invariably dropped off on the low side. In none of the cases did a serious accident result, and my recollection is that in none of the cases could any defect be found in the track, or, at least, none sufficient to cause a derailment.

During the period mentioned, the style of coupling between engine and tender, the space between buffer castings, and several minor appliances were changed; then the rigid Janney coupler on rear of tender was changed to a flexible one, and finally the side bearings on front tender-trucks were removed. From 1895 to date there have been no such derailments. The verdict of our present General Superintendent was that the rigid Janney coupler was the cause; but, admitting this, how can we account for the derailments on straight track, and the derailment of engines running light? In fact, if any of the above-mentioned appliances were in any way connected with the cause, it is still a knotty problem to account for the seven derailments on straight track. However, in the last ten or fifteen years the standard flange has been reduced from  $1\frac{3}{4}$  in. to  $1\frac{1}{8}$  in., and the  $1\frac{1}{8}$  in. was becoming general on this road in 1890. Is it possible that the standard flange has been reduced below the minimum limit of safety? Admitting this, how is it that the trouble ceased in 1895?

It would be interesting to compare the derailments on all roads prior and subsequent to 1890, and a comparison might throw some light on the subject. The following are a number

of derailments computed by the Railroad Gazette from 1883 to 1895:

1883.....	926	1890.....	1004
1884.....	681	1891.....	1204
1885.....	681	1892.....	1165
1886.....	641	1893.....	1212
1887.....	705	1894.....	873
1888.....	1032	1895.....	810
1889.....	759		

Note the remarkable increase in years subsequent to and including 1890, excepting the year 1888. The decrease in 1894 and 1895 is probably in proportion to the decreased traffic.

About one year ago a freight train was approaching a station at which a stop was to be made. Train consisted of 26 cars, with 7 cars of air ahead. Engineman applied air lightly, and a moment after he did so a car in the middle of the train left the track and 8 others followed it down the bank. A careful inspection of the cars revealed the fact that not a draw bar, draft timber, nor sill in any of the cars was broken, absolutely precluding any possibility of train having broken in two and run together. Track was in first-class condition and straight. However, after examining each car separately, it was discovered that the center-pin of the front truck of the first car derailed (an O. & M. empty) was broken square off about three or four inches above the point of contact between the body and truck-bolster castings; the head of the pin still being in the body-bolster, and the end being found still in the truck-bolster; the break being new. As the break was above the point of contact, it could hardly have occurred after the car left track, as the strain would have then bent or broken it at point of contact. The male and female castings showed a shallow "catch," perhaps one half inch. Now, presuming the pin broken before accident, and an application of air sufficient to raise body of empty car over one-half inch, the trucks may have slipped back; this would, of course, fully account for what happened, but how can we ac-

count for the pin breaking at the point it did, and can anyone assert positively that it caused the accident?

About a year ago a freight train consisting of empty coal cars arrived at a terminal with everything in good shape, except that front truck was missing from one empty dump-car, front ends of car being held up by coupling. The missing truck was found 14 miles from terminal, on side of track.

Several cases have occurred where a pair of wheels, and one case where a whole truck, were derailed and rerailed themselves at road-crossing, and no apparent cause could be found for derailment.

About two months ago rear pair of wheels on rear tender-truck of passenger locomotive left track on 3 degree curve, mounting rail and dropping outside of curve. Track in good condition. Wheels were rerailed and trip of 100 miles completed at schedule speed without mishap. On first tie before derailment occurred was found the imprint of a piece of stone ballast close to rail on lower side of curve. Was it possible that suction of train caused the piece of stone to roll between tie and flange of wheel, so that when flange struck the stone it raised the pairs of wheels sufficiently to let them drop outside the curve?

A few weeks since, engine running backwards with 10 cars attached left rails on straight track, derailing train. Investigation showed the track in first-class condition, and tender-trucks same. Engine running at a speed of 25 to 30 miles per hour. Is there any reason for engine running backwards to leave track at any speed?

About four years ago a mogul engine with full train, on descending grade, was derailed at a split switch on straight track. As soon as the accident occurred the switch was closely examined and found in first-class condition, properly locked for main track, and switch-point fitting close to main rail, and not lower than main rail; the open point showing regulation space from other main rail, yet the marks plainly showed that wheel of pony-truck, on right side, had jumped over the main rail next

to the siding, and wheel on left side had followed the open point rail leading to siding; in other words, the pony-truck was on siding rails from point about four or five feet from switch-point, and the drivers and balance of train kept main track. The switch-stand and points remained intact and did not require any repairs after accident, nor could any defect be found in pony-truck, wheels, or axles. The switch was properly fastened for main track, and train standing on it so that it could not be moved or opened. This resulted in a serious accident. Can anyone offer a reasonable cause for the pony-truck leaving its legitimate track, and if so, why did none of the other wheels follow the lead? The same class of pony-trucks are still in use on 60 locomotives, and no similar occurrence has ever resulted. One occurrence, however, under like conditions about ten years ago, is on record, where all of a passenger train followed main track except front truck of sleeper (the last car in train), which attempted to take siding, with the usual result. In this case, also, there was no question as to the switch being in proper condition, but I am unable, at this late day, to give full particulars.

The foregoing instances are recounted for the purpose of showing that there are many cases where it is almost an impossibility to offer even a plausible theory under the existing conditions, which speak for themselves. Of course, head and rear-end collisions, broken rails, defective equipment and roadbed, negligence of employees, etc., offer *prima facie* evidence, but the story, in the cases which are unaccountable, must be read from what evidence is afforded by the track and equipment after the accident has taken place. This, of course, makes a solution all the more difficult, as it is not always possible to say whether the conditions of track and equipment caused the accident, or resulted from it.

No doubt the officers of all roads have spent many hours, and consumed much valuable time puzzling over propositions not unlike the above-mentioned, and it may at least afford consolation to know that there is ample company in these matters, even if the problems are never solved.

It was explained by Mr. Gordon, whose name appeared on the notice for a paper, that the letter of the President asking him to present a paper had evidently gone astray, as he had not received it until the latter end of March, although it was dated February 23, and that he had had no time to prepare anything for this meeting, but would endeavor to do so for the next.

Mr. Peck presented for membership the name of Mr. R. E. McCarty, Trainmaster of the Pittsburgh Division of the P. C. C. & St. L., and he was duly elected.

Mr. Keegan suggested that an effort be made by the Superintendents to increase the attendance of Master Mechanics at the meetings, which suggestion met with the approval of those present.

The Secretary called attention to the fact that the name of Mr. Weisgerber is still shown as a member of the Executive Committee of the Joint Inspection Bureau, representing the B. & O., although he is no longer Master Mechanic of the Division, having been superseded by W. H. Harrison, Jr. A motion was made by Mr. Peck, and seconded by Mr. Glover, that Mr. Harrison be elected a member of the Executive Committee of the Joint Inspection Bureau, in the place of Mr. Weisgerber. Carried.

The Secretary presented bills as follows:

Central Association, for proportion of expenses for March, \$13.88.

Central Association, for binding one copy of proceedings for the year 1896, \$1.25.

Spahr & Glenn, for binding one year's proceedings, on order of Secretary, \$1.25.

Nitschke Bros., for letterheads and envelopes, \$6.00.

On motion, all the bills were ordered paid.

The meeting adjourned at four o'clock.

M. S. CONNORS,  
President.

J. H. SCHWARTZ,  
Secretary.

## TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo  
Division, held Monday, April 12, 1897.

Meeting called to order at 1:30 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R. Co....MR. W. F. BRADLEY .....Supt.  
“ “ .....MR. M. D. FOHEY.....Trainmaster  
C. H. & D. Ry.....MR. S. B. FLOETER.....Supt.  
“ “ .....MR. W. C. SHOEMAKER ...Ass't Supt.  
C. H. V. & T. Ry.....MR. M. S. CONNORS.....Supt.  
“ “ .....MR. W. E. COSTELLO.....Trainmaster  
C. S. & H. R. R.....MR. C. L. GARDNER.....Supt.  
F. & P. M. R. R.....MR. W. D. TRUMP.....Gen'l Supt.  
L. S. & M. S. Ry.....MR. L. E. JOHNSON.....Supt.  
M. C. R. R.....MR. D. S. SUTHERLAND....Supt.  
Pennsylvania Co.....MR. W. H. POTTER.....Supt.  
“ “ .....MR. J. B. MCKIM.....Trainmaster.  
T. & O. C. Ry. ....MR. T. F. WHITTELY....Gen'l Supt.  
T. St. L. & K. C. R. R..MR. A. L. MILLS.....Gen'l Supt.  
W. & L. E. Ry.....MR. F. J. STOUT.....Supt.

VISITORS: Messrs. F. O. Bray, C. R. Tunks, B. F. Cheney,  
E. C. Palmer, C. H. Cory, Jeff. Stokes, S. S. Stiffey, W. W.  
Todd, J. B. Morgan, Fred. Hartenstein, P. F. Smith, and J. E.  
Taussig.

The minutes of March meeting were, on motion, approved.

**Messenger Service.**

Toledo, Ohio, April 5, 1897.

Central Association of R. R. Officers,  
Toledo Division.

Gentlemen: Your Committee on messenger service held a joint meeting with a Committee from the local agents' association at these rooms on April 5. The matter was canvassed thoroughly and it was decided that, in order to facilitate the interchange of mail between the several local freight offices of the city a special messenger service was necessary. We recommend, therefore, that the manager of the Car Service Association take charge of this service; that six boys be employed at a salary not exceeding \$20.00 per month; four for day service and two for night service, and that the day crew make four trips each per day, or sixteen trips, and the night crew make four trips per night each, or eight trips, or twenty-four trips each twenty-four hours. That at the commencement of this service no points be served excepting the local freight offices and the office of the Car Service Association, which is to be touched each trip except night trips, all of said trips to be regulated by a schedule which is attached hereto.

This service contemplates a messenger from each office every forty minutes in the day time, and every one hour and twenty minutes during the night. It is expected that when this service becomes familiar the same force can take in other points, such as general offices, etc.

This service, while causing slight additional expense on some roads, will decrease expense on others; will do away with "No bills," and with the plan will go a system of registered mail between the local offices, which is very desirable.

Respectfully submitted,

(Signed) T. F. WHITTESEY, Chairman.

S. B. FLOETER.

J. B. FLANDERS.

Mr. Connors: I move that the report of the Committee be accepted.

Seconded by Mr. Sutherland and carried.

Mr. Connors: The Committee in their report excepts the General Offices, which they admit may be included later. The addition of our general office, if this system is put into effect, is very necessary to the road I represent, and it strikes me that it would be no inconvenience to call at that office.

We must have communication between our general office, the Union Depot, and our dock office.

Mr. Whittelsey: I would say that inasmuch as these rooms are to be taken in on every day trip, there is no reason why your general office can not be covered.

Mr. Connors: If this can be done, I am in favor of putting the system in effect.

Mr. Whittelsey: I might state the reason we confined the trips to the local offices was that the principal thing we wished to cover by this system is to interchange billing promptly and prevent "No bills" on cars; also to promptly handle balances and corrections, which are a part of this same business, and we confidently predict that if this is put into service it can be extended to take in the general offices.

Mr. Mills: Why so frequent a service?

Mr. Whittelsey: It was considered necessary because one gentleman requested thirty-minute service, and others wanted as frequent as they could get, and we thought by hiring that number of boys we could give satisfactory service.

Mr. Connors: Are the boys to use wheels?

Mr. Whittelsey: Nothing was said about wheels. The schedule is made on the time it can be covered on foot.

Mr. Connors: I move that the report of the Committee be adopted and the service put into practical operation at the earliest possible date, the vote to be by letter ballot.

Motion seconded and carried.

**Should Charge be Made for Weighing a Loaded Car on  
Request of Connection.**

The Secretary announced the following as result of letter ballot on motion to charge \$1.00 per car for weighing on request of connections:

Ann Arbor R. R. Co.—Yes.

C. H. & D. Ry.—Yes.

C. J. & M. Ry.—No, because it is not worth \$1.00 to weigh a car.

C. H. V. & T. Ry.—Votes in favor of a charge, but amends to fix the price at 50c. instead of \$1.00, believing the latter sum to be too high.

C. S. & H. R. R.—No.

F. & P. M. R. R.—Yes.

L. S. & M. S. Ry.—Yes.

M. C. R. R.—Yes, if all roads in Toledo are agreeable.

Penna. Co.—Prefers 50c. rate rather than \$1.00, but will vote for \$1.00 per car if the majority of other roads do so.

T. & O. C. Ry.—No.

T. St. L. & K. C. R. R.—Yes.

Wabash R. R.—Yes.

W. & L. E. Ry.—Yes.

Summary: Yes, 7. Yes, conditional, 2. No, 4.

Mr. Whittelsey: In explanation of the vote of the T. & O. C. Ry., I would state that our General Freight Department object to the resolution for the following reasons: A connecting line may deliver a car that has been weighed and the shipper may see fit to question the correctness of the weight, and, in order to satisfy the shipper, may request connecting line to weigh car. The freight department think that it would be better to do so without charge, as a matter of policy. Again, we may be asked by delivering line to weigh a car that for some reason they had failed to weigh, and as such weighing would

be done with a view of increasing the revenue of both lines, do not think the charge a proper one.

Mr. Gardner: The C. S. & H. R. R. voted "No" on account of similar objections advanced by our freight department.

Mr. Sutherland: My understanding of this is totally different to that of the General Freight Agents. The charge is only to apply when request is made by one road on another to weigh car. We are supposed to weigh cars at the loading station, and if no scales at the loading station, at the first terminal station, but the trouble at Toledo has been that roads permit cars to go to the yards of connections without weighing, and then request connections to weigh car when they should have done so.

If weighmaster comes to you and asks you to weigh car, he can not give you authority to collect from the road delivering the car. The only time bill can be made is when the roads requests you to weigh the car.

Mr. Bradley: This charge is to apply only when car is weighed on request of a connection, and has nothing to do with cars weighed on request of weighing and inspection bureau, and would like to have our freight departments understand it that way.

Mr. Whittelsey: I am inclined to think it is a proper charge. If the transportation department neglects to weigh a car, they should pay for it.

President: I decide the motion, to charge \$1.00 per car for weighing on request of connections, adopted.

#### **Revision of Standing Resolutions.**

No. 1. "Interchange of trap cars" was read and approved.

No. 2. "Liability for cost of repairs of cars damaged while going from one road to another and damaged by a third party" was read, and Mr. Johnson offered the following:

I move you, Mr. President, that Rule 2, of the Standing Resolutions, being in conflict with Sec. 25 of Rule 5 of the M. C. B. Rules, that it be stricken out of our rules.

Seconded by Mr. Whittelsey and carried.

No. 3. "Disposition of overloaded cars delivered to a connection" was read and, on motion of Mr. Connors, seconded by Mr. Potter, same was ordered stricken out, as the question is covered by the Toledo Joint Inspection Association Agreement.

No. 4. "Grouping Cars delivered to connections" was declared obsolete and ordered stricken out.

No. 5. "Handling Cars for Track Delivery for other roads" was read and approved.

No. 6. "Transfer of defective cars delivered to connections" was read, and, on motion of Mr. Whittelsey, seconded by Mr. Bradley, same was ordered stricken out, the question being covered by the Toledo Joint Inspection Agreement.

No. 7. "Schedule of prices for transferring cars on the order of the Chief Joint Inspector" superseded by No. 13.

No. 8. "Authority of Joint Inspector to pass on improper loading" read and approved.

No. 9. "Rules governing loading of forest products" was, on motion of Mr. Whittelsey, changed to read:

"Except when provided otherwise by agreement, cars loaded with forest products will be accepted when the method of loading conforms to the recommended practice of the Master Car Builders' Association."

No. 10. "Rules to prevent the misuse and diversion of freight-cars" was on motion changed to read:

"The use of foreign cars will be governed by the rules of the American Railway Association concerning the misuse and diversion of cars."

No. 11. "Closing of freight-houses for receipt of package freight at 5:00 p. m., amended December, 1896, to read 5:30 p. m., read and adopted.

No. 12. "Responsibility of switching roads for shifted loads" read and adopted.

No. 13. "Schedule of prices for transferring cars on the order of the Chief Joint Inspector."

On motion, the price for transferring coal in gondolas was

changed to 6c. per ton, with a minimum of \$1.<sup>.25</sup>~~.50~~ per car, and coal in box cars to 10c. per ton flat.

Mr. Bradley moved that a maximum price for transferring telegraph poles be fixed as follows:

\$10.00 per car for single and \$20.00 per car for double loads, and on request of Mr. Johnson the matter was ordered submitted to a letter ballot.

Nos. 14 and 15. "Loss of freight en route over switching road" was on motion stricken out.

No. 16. "What constitutes the delivery of a loaded car?" was read and approved.

No. 17. "Disposition of a loaded car delivered to a connection that can not be repaired or transferred, or which can not be handled to destination as routed," read and approved.

No. 18. "Disposition of a car received in bad order loaded with freight which involves risk of breakage or damage by handling" read and approved.

On motion, adjourned to meet Monday, May 10, at 1:30 p.m.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

**Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, April 13, 1897.**

Meeting convened at 10:05 a. m.

President Tompkins in the chair.

### REPRESENTATION.

#### *Roads.*

#### *Representatives.*

P. & P. U. Ry.....	F. L. TOMPKINS.....	Superintendent.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
C. P. & St. L. R. R...H. S. REARDEN.....	Superintendent.	
Peoria & Eastern Ry...J. W. RILEY.....	Superintendent.	
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	B. McKEEN.....	Superintendent.
L. E. & W. R. R.....	H. F. BICKELL.....	Ass't Gen'l Supt.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
" " .....	J. G. SICKLES.....	T. M.

VISITOR: J. W. Higgins, Superintendent Illinois Central  
R. R.

President: The minutes of the March Meeting will stand approved as printed, unless there is objection. Our first business is report of Committee on use of cars from one industry to another in Peoria. The Secretary will please read their report.

**Charge for use of Equipment in Addition to Switching Charges on  
Cars Switched from one Industry to Another at Peoria.**

To the Peoria Division of C. A. R. R. O., Peoria, Ill. :

Your Committee appointed on the above subject beg to render the following report on the subject, attaching hereto the legal opinions of the General Counsel of the C. C. C. & St. L. Ry., and also that of the C. R. I. & P. Ry. :

1st. That the lines can charge a reasonable compensation for the use of their cars for this service, but that such charge must be recovered from the P. & P. U. Railway, who acts as the agent for the several interested parties, and that such charge must be included in the bill for switching services performed by the P. & P. U. Railway Company, and that the item must be rendered to the parties on whom the collection is made as one item, *i. e.*, the charge for switching and the charge for the use of the car must stand as one item to the party for whom the service is performed, and who pays the amount so charged to the P. & P. U. Railway Company. The P. & P. U. Railway Company in turn pays to the Company who furnishes the equipment so used the compensation that is agreed upon by this Association as a reasonable charge, and which will be added to the switching charge of \$1.50 that now prevails. The recommendation of this Committee, therefore, is, that where cars are used as above that the P. & P. U. Ry. charge a switching rate of \$3.00 per car, \$1.50 to apply as revenue to the P. & P. U. Railway Company for services performed, and \$1.50 to go to the line furnishing the car so used. This would make the switching rate to the shipper or industry \$3.00, of which one item would be rendered to such shipper or industry.

Rule No. 21 of the Illinois Railroad and Warehouse Commissioners has been canceled, and does not apply in this case, and, further, the legal opinions given on this subject state that

a reasonable charge can be collected, and a charge of \$3.00 per car is not unreasonable in the opinion of this Committee.

J. W. RILEY, Chairman,  
C. L. NICHOLS,  
R. B. STARBUCK,  
Committee.

Indianapolis, February 9, 1897.

Mr. J. W. Riley,  
Superintendent, City.

Dear Sir: Answering your letter of February 3, which I was unable to get to until today, with reference to charges for switching cars at Peoria, and to imposing additional charge for the use of cars:

As I understand it, the P. & P. U. use our cars without compensation in switching from one industry to another in the city of Peoria. They charge \$1.50 a car, and we get nothing.

What your letter proposes to do is to raise the switching charge to \$3.00 per car, allow the P. & P. U. the present rate, and pay the owner of the car \$1.50 for the use of the same.

I am compelled to agree with the opinion given by Robert Mather, General Attorney of the Chicago, Rock Island & Pacific Railroad Company. The owners of the cars, however, are entitled to compensation for their use from the P. & P. U. This compensation should be reasonable and should be determined by agreement. The P. & P. U. is entitled to regulate its switching charge, provided it does not exceed a reasonable charge. The shippers who have the switching done have nothing to do with the compensation for the use of the car. The switching charge, as to them, must be made a single charge, and that must be reasonable. What would be a reasonable charge, of course you do not expect an opinion from me. That is a matter of which you are a better judge.

I return to you your letter and papers attached.

Yours truly, J. T. Dye,  
General Counsel.

[COPY.]

C. R. I. & P. Legal Department.

Chicago, Ill., November 2, 1896.

C. L. Nichols, Esq.,

Superintendent,

Blue Island, Ill.

Dear Sir: Replying to your favor of November 2, on the subject of furnishing cars at Peoria. In my judgment the proposed charge for the use of cars, which it is intended to impose in addition to the switching charge is of doubtful legality. A charge for transportation of whatever kind has always included within itself whatever compensation the carrier is entitled to for the use of its equipment. To attempt now to establish the principle that the carrier can not only charge for the service of transportation, but also charge for the use of the instruments used in transportation, is, I fear, a little late, and would meet with criticism and opposition. If the desire is to increase the revenue received for this kind of work, such charge, even if legal in itself, would not be valid if it increased that compensation beyond an amount which is reasonable. And the same result could be obtained without raising the question of the legality of this novel charge by increasing the switching rate.

Yours truly,

ROBERT MATHER,

General Attorney.

Mr. Tompkins: I will state for the P. & P. U. that we will not accept any such a position until after we have referred the matter to our legal department, and gotten advice thereon. The cars are not ours, are not set by any order from us, nor are they loaded by any consent of ours. We take the position that we will not switch cars so loaded, without the consent of the owner of the cars. As I interpret the report, the Committee expect us to increase our switching charges \$1.50, and that is a serious question. We can not undertake to do so unless it is

legal, nor without extra compensation for the extra service. It would not only increase the clerical work, but would mix our accounts, and require changes in them.

Mr. Armstrong: In order to get the matter before us properly, I move that the Association accept the report, and discharge the Committee, after which I want to make another motion.

Seconded and carried.

Mr. Armstrong: I now move that the whole matter be referred to the P. & P. U. Co., with the request that they take up with their legal department, on the line indicated by Mr. Tompkins, as to whether they have the legal right to make this charge, and that they then report what they will do, and how much of the additional charge they will want to absorb for their extra clerical work.

Seconded and carried.

Mr. Rearden: By way of information I will state that the matter was up at St. Louis at a meeting recently, where the Kansas City Superintendents were guests, and the latter stated they were doing at Kansas City just what we are proposing doing, and are carrying it out without any trouble, and their charge is \$3.00 per car. This they add to the switching charge, and call the \$3.00 "car service," so that the roads receive \$5.00 per car for each car so used, and the shippers accept this charge as reasonable, and the roads are handling it that way and consider it legal. The matter was taken up by the St. Louis Division, and the roads there requested a vote by letter. At our meeting last week the proposition was lost by a vote of 9 for, and 12 against, and the matter was dropped, the understanding being that each road could take individual action. The Q. & K. Line decided to make the charge, and, in fact, have made it for some time. The several Terminal Companies at that point, with two or three votes, knocked out the resolution. The general idea was that \$2.00 for the use of the car would be better than \$1.00.

Mr. Nichols: When you get down to the proper line of ar-

gument, the first lines can charge a reasonable charge for the use of the service. The P. & P. U. can then pay to the company owning the car the amount agreed upon.

The Secretary here read a circular from the Interstate Commerce Commission regarding the standard height of draw-bars on freight cars.

President: Any company anything to say on this subject, if not, we will pass it. What else have you?

Secretary: I have a letter from Mr. Starbuck, as follows:

Mattoon, Ill., March 31, 1897.

Mr. A. J. Elliott,  
Peoria, Ill.

Dear Sir: I do not know whether I shall be able to attend the Superintendents' Meeting in the month of April or not; in the event I am not present, I would like to know from the Superintendents what their method is of handling car-tracers for Private Line Equipment, in so far as it relates to the movement of cars over their lines.

We frequently receive tracers asking us for this information, and it has been our custom in the past to simply credit these lines with the mileage made to their cars, not showing the different moves they make. I should also like to know if the railroad companies furnish their own postage stamps in giving the information asked for by Car Accountants of these Private Lines. The item of postage has become quite important under recent rulings of the P. O. Department, and it occurs to me Private Lines should furnish stamps for replies, as the information is for their benefit wholly.

Very truly,  
(Signed) R. B. STARBUCK,  
General Superintendent.

President: We would like to hear expressions on this matter.

Mr. Starbuck: We have been bothered in the past by tracers from Private Line Car Accountants, they at times becoming impertinent by the amount of information asked for. They

want the movement over our lines, and we do not consider that necessary. I furthermore do not see why they should not enclose postage, the same as a private individual would.

President: Mr. Bickell, can you give us any information on this subject?

Mr. Bickell: No, I can't. These matters are all handled in our Auditor's office.

Mr. Armstrong: We have some of the same trouble Mr. Starbuck speaks of. I don't know as any of them have ever asked for a detailed statement of movements, and if they did we would not give it. For coaches, we send an individual coach sheet for each coach, but we won't undertake to do that with anyone's freight cars. We don't have so much of that Private car business as some roads do.

Mr. Tompkins: We make no report of individual cars; simply report the total mileage of their cars for that month.

Mr. Armstrong: How do the Rock Island handle such matters?

Mr. Sickles: Our Car Service Agent, Mr. Drew, handles all that business.

Mr. Riley: With us it is handled by our Superintendent Car Service.

Mr. Starbuck: We get correspondence asking point received and point car left our line. I wanted to learn what the rest of you were doing, and to determine whether Private Car Lines should stand the same as regular railroad lines, or whether they should pay postage on car tracers. There is no question about regular railroad correspondence.

President: Any further remarks?

Mr. Bickell: We might find out how our lines handle, and report to the next meeting.

Mr. Armstrong: It might be put in the call for our next meeting, and all come prepared to say how they handle the matter on their line.

President: Will the Secretary please make note of this request?

A letter from the Library Department of the Leland Stanford University, requesting copies of our minutes, etc., was read and informally discussed, but no formal action taken thereon.

The question of Discipline without Suspension was also discussed at some length, but this discussion was, at the request of the participants, eliminated from the proceedings.

Adjourned at 11:30 a. m.

F. L. TOMPKINS,  
President.

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, April 9, 1897.

Meeting called to order at 11:20 a. m., with President  
Besler in the chair.

The following lines were represented:

B. & O. S.-W. Ry.....	MR. H. C. BARNARD.....	Supt.
C. B. & Q. R. R.....	MR. W. G. BESLER.....	Supt.
“ “ .....	MR. G. W. RHODES.....	Supt. M. P.
“ “ .....	MR. W. S. GLOVER.....	Chief Disp.
C. P. & St. L. of I.....	MR. H. S. REARDEN.....	Supt.
C. C. C. & St. L. Ry...	MR. W. G. BAILEY.....	Supt.
L. & N. R. R.....	MR. W. S. MCCHESNEY, JR..	Sup't Term.
M. & O. R. R.....	MR. H. W. CLARKE.....	Supt.
St. L. K. & N. W. R. R.	MR. W. G. BESLER.....	
St. L. Transfer Co.....	MR. W. G. BESLER.....	
St. L. & S. F. R. R.....	MR. A. J. DAVIDSON.....	Supt. T.
Terminal R. R. Ass'n...	MR. EDW. DUNLOP.....	Supt.
T. St. L. & K. C. R. R.	MR. L. T. WESTRICH...	Supt.
Wiggins Ferry Co.....	MR. J. J. BAULCH.....	Gen'l Ft. Agt.

VISITOR: Mr. W. M. Prall, Manager St. Louis Car Service Association.

### Reading of Minutes.

President: As all members have received a copy of our March proceedings, unless there are objections we will dispense with the reading of same.

**Unfinished Business.**

Secretary: We have the question of "Car Rental" before us.

President: On March 24 we issued to the members a general letter as follows:

St. Louis, Mo., March 24, 1897.

To the Members of the St. Louis Division,

Central Association of Railroad Officers:

In accordance with resolution passed at the March meeting of your Association, the subject of "Car Rental," a charge to be made for the use of cars in switching service, etc., was laid over until the April meeting in order that we might obtain from the seven absent members an expression as to their position in the matter.

Briefly, in order that all may be clear on the proposition, we will repeat the first three recommendations made by our Committee, the fourth having been unanimously rejected:

"(1) A rental charge of one dollar per car be made for use of each switched car that is both loaded and unloaded within the switching limits of St. Louis and East St. Louis, on which no other charge than a switching or transfer charge for the movement is made, and on which no mileage charge accrues to the owners.

(2) That such charge cover the use of car for free time allowed under St. Louis Car Service Association Rules.

(3) That such charges be remitted monthly to the railroads owning the cars, or, in case of cars belonging to foreign roads having no terminals in St. Louis or East St. Louis, to the railroads to which cars should be returned for homeward movement."

The vote taken on these three resolutions was 8 aye, 5 nay. Afterwards changed to 7 aye, 6 nay. Seven members not represented or voting.

A little further explanation to members not present is probably necessary. This subject was introduced by a member who

assumed the position that a rental charge should be made for the use of cars that are switched between local industries, and on which there is only a switching charge and no revenue to the owning company for the use of the car itself.

For further information we would respectfully refer you to copy of our January and February proceedings.

In order that this matter may be disposed of at our next meeting, it is absolutely necessary that each member express itself, and thereby enable us to take final action.

Will you, therefore, kindly give this matter your further consideration, and write our Secretary at the earliest possible moment, giving the position of your company?

Please understand that this is to be a letter ballot, and to secure unanimous action all lines are requested to again express themselves.

W. G. BESLER,

President.

Replies have been received from twenty-one Lines, which the Secretary has tabulated as follows:

	Aye.	No.	Not voting.	Remarks.
Missouri Pacific Ry.		1		
M. K. & T. Ry.				No reply.
Wabash Railroad	1			{ The R. R. having charge of car to collect and re- tain the amount.
St. L. I. M. & S. Ry.		1		
T. R. R. Ass'n of St. Louis		1		
St. L. M. Bridge Terminal Ry.		1		
St. L. & San F. R. R.		1		
Wiggins Ferry Company		1		
Terre Haute & I. R. R.			1	Not prepared to answer.
C. B. & Q. R. R.	1			
St. L. K. & N.-W. R. R.	1			
Mobile & Ohio R. R.		1		
Louisville & Nashville R. R.		1		
B. & O. S.-W. Ry.		1		
C. C. C. & St. L. Ry.	1			
Chicago & Alton R. R.		1		{ But think rental should be at least \$3.00.
T. St. L. & K. C. R. R.	1			
St. L. C. & St. Paul R. R.	1			
C. P. & St. L. R. R. Co.	1			{ To go to owner of car. \$2.00 instead of \$1.00.
L. E. & St. L. Consol. R. R.		1		
Illinois Central R. R. Co.	1			
St. L. P. & Northern Ry.	1			
St. L. K. C. & Colorado R. R.		1		
Total	9	12	1	1 no reply.

It must be borne in mind that action in this Association is recommendatory in its character, and that only the force of moral suasion can be employed for or against any subject which may be brought to our attention.

From the discussions had in our January, February, and March meetings, it must be conceded that considerable information on this subject has been brought out, and the question finally brought to the status of whether it is the desire of any company to adopt such a charge. While some seem to think that the charge is not legal and can not be made, this is answered by others who claim that it is legal, and, what is more, they are actually making it.

I do not apprehend that further action than that which we have already taken is either necessary or desirable in this Association. This is a matter of *policy* and must be determined by the management of each company for itself, for it has been shown that what may be correct and good practice for one company might not suit the conditions of some other company. By our action here, each member so desiring can take up with his management the subject of making such a rental charge, and, by referring to the vote shown above, can determine whether or not it is for their interest to do so. Cooperation and unanimity of action in this matter is only possible in this respect.

With this presentation of the case, I believe we can safely close this topic and feel that it has received proper consideration at our hands.

#### **Reports from Committees.**

Secretary: Under this head we were to hear from the Committee on Car Service at East St. Louis. I have a telegram from Mr. Parker, Chairman of the Committee, as follows:

"Committee on Car Service at St. Louis asks further time. Have thought it unwise to agitate the matter until the traffic association matter is settled."

President: Gentlemen, you have heard the report from the Chairman, what is your pleasure?

Mr. Bailey: I move that the Committee be given further time. Seconded. Carried.

### Reading of Correspondence.

Secretary: We have no correspondence except letter from Mr. Garrett.

### New Business.

President: Under date of March 21 the Chair received the following communication from the Vice-President of this Division:

Moberly, Mo., March 21, 1897.

Mr. W. G. Besler,  
President St. Louis Superintendents' Ass'n,  
Beardstown, Ill.

Dear Sir: As the West Side Officials have always represented this company, please present my resignation as Vice-President at the next meeting.

I will continue to take much interest in the Association work, and try to visit with you often.

I wish the Association and its members every possible success in the future.

Respectfully yours,

W. A. Garrett,  
Superintendent.

To this we demurred and answered that we saw no necessity for such action, but under date of March 30 the Chair received a further communication to the effect that, while our opinion is fully appreciated, it is the wish of the management of the Wabash R. R. that its West Side official represent that

company at the St. Louis meeting, and hence the resignation must be accepted.

It is entirely needless for me to say that by the foregoing our Association is losing a most energetic and valuable officer. The matter is now before this Association for action.

Mr. Rearden: I move that, under the circumstances, Mr. Garrett's resignation be accepted. Seconded. Carried.

President: In accordance with the notice issued by our Secretary, we will now proceed to elect a Vice-President to fill the vacancy thus created.

Mr. McChesney: I am not quite clear that what I am going to say is in line with the by-laws of this Association. Mr. Garrett has been one of the most active and energetic members we have had, and has suggested many valuable questions to be considered at the meetings of the Association, and I know that the Chair, as well as each individual member, regrets exceedingly to have him sever his connections with us, notwithstanding the fact we are glad to have Mr. Goodrich with us, and if it is in line with the by-laws of this Association, I offer a motion that this Association eldect Mr. Garrett an honorary member.

President: I am sorry to have to say that we have no honorary membership list in our Association. Our membership is by Railroad Companies and not by individuals. Mr. Garrett is still an active member in our meetings.

Mr. McChesney: Then I would withdraw my motion.

I will nominate for the Vice-Presidency of this Association a gentleman whom I have noticed as taking great interest in the welfare of the Association, and who I believe will discharge the duties of that important position with credit to himself and satisfactorily to the Association. I will name Mr. Clarke of the M. & O. R. R.

Mr. Rearden: I nominate Mr. Sands, of the Wiggins Ferry Co.

Mr. Baulch: As the membership is by roads, I would like to nominate Mr. Goodrich for this position.

President: We have in nomination now, Messrs. Clarke,

Sands, and Goodrich, and as there are no further nominations, we will proceed to ballot.

\* \* \*

Secretary: The result of your vote, gentlemen, is 7 for Mr. Clarke, 4 for Mr. Sands, and 1 for Mr. Goodrich.

President: Gentlemen, by your vote you have elected Mr. Clarke, of the Mobile & Ohio Railroad Company, as your Vice-President.

Mr. Clarke: I would like the Secretary to address a letter to the various lines asking if they have had any trouble with refrigerator cars breaking down through failure of the arch bars, etc.

President: Would you not put that in the form of a letter to our Secretary, who will then take the necessary action, and introduce it as New Business?

Mr. Clarke: Yes, sir.

President: We have with us today Mr. G. W. Rhodes, Superintendent of Motive Power of the Burlington System, and we would like to have a few remarks from him.

Mr. Rhodes: The request for a few remarks from me is unexpected, and I do not know just what I can say to you; I am much pleased to be with you, gentlemen. The request just made by Mr. Clarke, inquiring about cars breaking down on account of arch bars failing, impresses me as a good thing. This brings out a matter about which I have been asked to read a paper before the St. Louis Railway Club this afternoon on the subject of "Air-Brakes, and why it is important to maintain them." I look for better results and greater safety in moving freight trains over the line when we secure more cooperation between the Operating officers and the Motive Power departments. I have been trying for several years to improve the condition of our motive power, and I find that occasionally there is something lacking.

There is a little tendency on the part of the Operating officers to shirk responsibility and place it on the Motive Power department, and I can recognize why that is, but I am also very

anxious to have the Operating officers feel in part responsible for these break-downs, and I think that the thing we ought to try to do at these meetings is to see if we can not get the Operating and Motive Power officers in closer touch with each other and thus make them feel a mutual responsibility for these matters.

Now, as to the question of "Break-in-Twos," I have no doubt in my mind but that the greater part of trouble and delays from this source is due to the fact that the brakes are not kept up. Some roads place brakes on their cars without knowing that they are safe. Those gentlemen who recollect the Burlington test in 1886-7 will remember that at times we could not get over eight or nine miles in a day because we had so many break-in-twos. No one thought of placing the responsibility with the apparatus where it rightly belonged.

Now, then, when we have quick-action brakes, there is a possibility of the brake being too slow. If this is so, it may be caused by the fact of the brakes becoming clogged up, etc. The point I would make is that the Mechanical Department can not do everything; we can not keep air-plants in every yard for the purpose of testing the cars. What we want is the support of the Superintendents, and if we can get the Superintendents to work closely with us, I think it would greatly remedy matters. The only way we have *now* of testing the brakes is when the cars come into the shops, but what we should have is the same kind of a plant as we have in the shops in the yards. The important thing we wish is to get the Motive Power Department, the Mechanical Department, and the Operating officers to come together and insist upon having these appliances, and upon their having men to work them. I recollect a break that we had that got to the 50th car in five seconds, and the shocks were so violent that the promoters of the brake themselves were afraid of it. To illustrate how bad it was I had what you call a "Slideometer," which showed that in twenty cars from the engine the shock was severe enough to knock

down a steer, and start a load in a car sufficiently to break out the end of a car.

We had a car equipped with this Slideometer, and I rode in that car when the instrument moved a hundred inches. After going some distance in this car, I looked around and there was not a representative of the brake company present. It then dawned on me that it was not safe. There were only four persons in the car, and they were actually jeopardizing their lives by remaining there. I was Chairman of the Committee and went to the fore part of the train and told the owners that there would be no more tests made without their representative present, and asked the cause of their absence, and they said they did not consider it safe to remain there; but here is the interesting part of it. They then placed an electrical attachment on each car, which brought an instantaneous application of the brakes all over the train. With this electrical device there was no shock whatever at the rear of the train! This electrical arrangement has since been taken off and replaced by these quick-action brakes, but what is thus accomplished will not take place if the brakes are not maintained, and if we are careless and indifferent in the matter of introducing other brakes; so my intention is to make, at the meeting of the St. Louis Railway Club, a few remarks on that line, but I don't think that I have drawn it out in the paper in the way I would wish it might be done.

I would like very much if something could be done whereby we could get the Operating officers to feel that they are partly responsible in these matters. During the tests it was a remarkable fact that no one thought of placing the blame on the couplers for some of the incidents that occurred. I do not mean to say that the couplers may not have been to blame, as there have been a great many introduced that are not quite as good as they should be, but I do not think it quite fair to lay the entire blame on the couplers in every instance where we have break-in-twos, for I believe that oftentimes part of the responsibility rests in the brakes not being maintained.

If the Master Mechanics, Master Car-Builders, and the Superintendents will get together and cooperate, I believe that much of the trouble incident to break-downs, break-in-twos, and delays can be obviated.

President: I think that all will agree that Mr. Rhodes' remarks are most opportune; the fundamental principle of our Association is to secure cooperation and unanimity of action between the various Railroad Companies on matters of common interest.

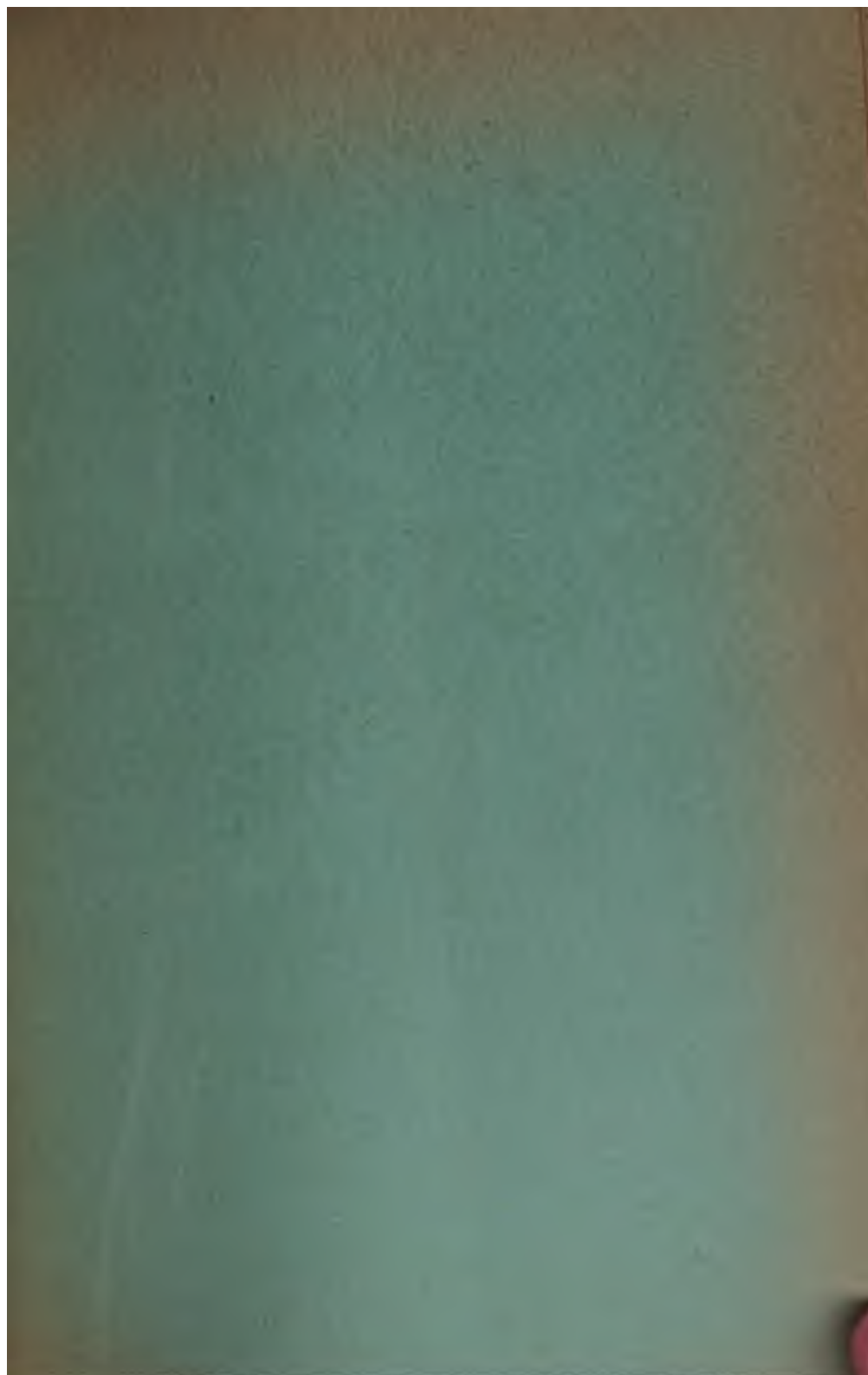
Now, we should try to carry this a little further on the lines suggested by Mr. Rhodes, and we will have taken a long step forward.

President: We are advised by our Committee on subjects, etc., that, in view of the present disturbed Traffic conditions throughout the country, they have requested Mr. W. A. Prall, Manager of St. Louis Car Service Association, to present at our next meeting a paper on relation of Car Service Association, and Traffic Associations, and what might be accomplished at this time. This will unquestionably be an instructive, and, hence, valuable acquisition to our Proceedings.

Upon motion, the meeting here adjourned.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.





CENTRAL  
ASSOCIATION  
of  
RAILROAD  
OFFICERS  
Proceedings

MAY

CINCINNATI DIVISION	§	TOLEDO DIVISION
INDIANAPOLIS DIVISION	§	PEORIA DIVISION
COLUMBUS DIVISION	§	ST LOUIS DIVISION

1897

C. J. KREHBIEL & CO. PRINTERS,  
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CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



CINCINNATI DIVISION . . . . .	May 11th.
INDIANAPOLIS DIVISION . . . . .	May 8th.
COLUMBUS DIVISION . . . . .	May 12th.
TOLEDO DIVISION . . . . .	May 10th.
PEORIA DIVISION . . . . .	May 11th.
ST. LOUIS DIVISION . . . . .	May 14th.



1897.  
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# DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

## CENTRAL ASSOCIATION.

L. E. JOHNSON.....President.  
D. S. SUTHERLAND..1st Vice-Prest.  
BENJ. McKEEN.....2d Vice-Prest.  
O. G. FETTER.....Secretary-Treasurer.

## EXECUTIVE COMMITTEE.

L. E. JOHNSON.....Chairman.  
D. S. SUTHERLAND....W. G. BESLER.....C. H. HOWARD.  
BENJ. McKEEN.....J. W. RILEY.....G. L. PECK.

## DIVISIONS.

P. LEEDS.....President.....Cincinnati Division.  
G. W. BENDER.....".....Indianapolis "  
M. S. CONNORS.....".....Columbus "  
A. L. MILLS.....".....Toledo "  
F. L. TOMPKINS.....".....Peoria "  
W. G. BESLER.....".....St. Louis "  
  
GEO. W. LEWIS.....Vice-President.....Cincinnati Division.  
H. F. BICKELL.....".....Indianapolis "  
H. C. FERRIS.....".....Columbus "  
T. J. ENGLISH.....2d Vice-President....." "  
W. H. POTTER.....Vice-President.....Toledo "  
H. S. REARDON.....".....Peoria "  
H. W. CLARKE.....".....St. Louis "  
  
O. G. FETTER.....Secretary.....Cincinnati Division.  
G. B. STAATS.....".....Indianapolis "  
J. H. SCHWARTZ.....".....Columbus "  
WM. GROGAN.....".....Toledo "  
A. J. ELLIOTT.....".....Peoria "  
F. E. ANDERSON.....".....St. Louis "  
  
O. G. FETTER.....Treasurer.....Cincinnati Division.  
G. B. STAATS.....".....Indianapolis "  
J. D. BERRY.....".....Columbus "  
WM. GROGAN.....".....Toledo "  
A. J. ELLIOTT.....".....Peoria "  
F. E. ANDERSON.....".....St. Louis "

# NOTICE.

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Proposed amendments to Articles VII and IX of Rules of Order of the Central Association of Railroad Officers, to be considered at the Annual Meeting of the Association at Detroit, July 20 and 21.

## **Amend Article VII as follows:**

The Officers of the Association shall consist of a President, First and Second Vice-President, a Secretary-Treasurer, and an Executive Committee, which shall be composed of the Presidents of the various Divisions.

The term of office for each Officer shall be as follows:

President.....	One year
Vice-Presidents .....	One year
Secretary-Treasurer.....	One year

Members of the Executive Committee shall serve during their term as President of their Division. Their successor when elected will succeed at once to place on the Executive Committee.

## **Amend Article IX by adding thereto:**

“Four members of the Executive Committee shall constitute a quorum.”

O. G. FETTER,  
Secretary.



## CINCINNATI DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, May 11, 1897.

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Meeting called to order at 11.10 a. m., with President Leeds  
in the chair.

The following lines were represented:

C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “	....MR. J. A. KEEGAN.....	D. M. M.
“ “	....MR. J. C. NELSON.....	E. M. W.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“	.....MR. W. T. SMITH.....	A. M. M.
Erie Railroad.....	MR. C. A. ALLEN.....	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“ “	.....MR. P. LEEDS.....	Supt. M.
“ “	.....MR. WILLIAM ADAIR.....	D. M. M.

VISITOR: Mr. M. B. Schaff, Trainmaster C. C. C. & St.  
L. Ry.

President: If no objections, will let the records of the last  
meeting stand approved as printed.

### UNFINISHED BUSINESS.

#### **Report of Special Committee on Alleged Diversion of Freight in Car No. 3436.**

Mr. Arnold: The Committee would ask for further time.

Mr. Bender: I move that the request of the Committee be granted, and that further time be allowed.

Seconded and carried.

#### **Presentation of Paper on Subject of "Discipline."**

Secretary: Mr. Davies is to present this paper.

President: Will have to ask that further time be granted Mr. Davies as he has been unable to do anything in the matter.

Mr. Bender: I move that further time be granted Mr. Davies to prepare his paper.

Seconded and carried.

#### **Presentation of Paper on Subject of "Locating Steps and Hand- Holds, and the Practice of Carrying and Using Push-Poles upon Switch Engines."**

Secretary: Mr. Howard is to present this paper; have heard nothing from him in regard to same.

President: Mr. Galloway, as one of the Committee on Subjects, do you remember who wanted the matter taken up?

Mr. Galloway: Just at that time we were in court on the question and I wanted to get the combined judgment of the Association on it. Will say for the benefit of the Association that this case I have in mind where we were in court, a claim was made that handholds on our switch engine, that is, the particular ones in this case, were not located in the usual place, and the man in the dark reached for the handhold, which was not there, and fell and was hurt, and I believe the court sustained him in his suit. It appears to me that there should be some uniformity in the matter.

President: Did the court designate where it was the custom to locate them?

Mr. Galloway: I think not; I did not follow the case very closely, and can not say positively; do not know whether the case was compromised or how it was settled, but know the case was going against us, and it seems to me that the subject would be worth considering.

Mr. Bender: As the subject has been assigned, I move that it be carried over until the next meeting, and in the mean time the Secretary get some expression from Mr. Howard as to whether he will give it to the Association at that time.

Seconded by Mr. Keegan and carried.

**Report of Letter Ballot on Missing Material on Cars Delivered to Owners.**

Secretary read result of letter ballot which was as follows:

<i>Aye.</i>	<i>Nay.</i>	<i>Not yet heard from.</i>
H. & D. Ry.	P. C. C. & St. L. Ry.	B. & O. S.-W. Ry.
C. C. & St. L. Ry.	C. & O. Ry.	
N. O. & T. P. Ry.		
H. & N. R. R.		

Mr. Galloway: In order to be effective it seems to me the action of the Association will have to be unanimous; can not compel the dissenting roads to agree to it; we are working in the matter together, and as this is a departure from the M. C. B. Rules, think the action will have to be unanimous.

Mr. Bender: I move that the matter be carried over until the next meeting for discussion; let all the letters stand as they are and discuss them at the next meeting, and in the meantime have the Secretary get an expression from the B. & O. S.-W. Ry.

Seconded by Mr. Nelson and carried.

Secretary read letter as follows:

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, May 11, 1897.

Mr. O. G. Fetter,  
Secretary Central Association,  
Cincinnati, Ohio.

Dear Sir: One of our Cincinnati connections has refused to accept empty stock cars on their return (having previously gone East under load) without said cars being cleaned.

Our management is not aware of this being customary at other terminals, and desire me to present the matter to the Association for information whether such a rule is in force elsewhere, and for an expression of opinion as to its fairness.

Yours truly,

GEO. W. LEWIS,  
Superintendent.

President: You have heard the letter of Mr. Lewis, what is your pleasure?

Mr. Lewis: I wrote the letter in order to get some information, and to know what the practice was at other terminals. There are members of this Association who are interested at other terminals, and perhaps know what the practice is. I would suggest that you call for an opinion from some of them as to how the cars are treated elsewhere.

President: Would it not be well to have the Secretary ask the other Divisions of the Central Association what the custom is at those points?

Mr. Lewis: I move that the Secretary correspond with the Secretaries of the other Divisions in line with the letter presented relative to cleaning of stock cars before delivery, with a view of ascertaining the practice at other points covered by the Central Association.

Seconded and carried.

**Paper to be Presented at the Annual Meeting.**

Mr. Lewis: If in order, would like to ask for instructions concerning the report that is to be presented by this Association at the Annual Meeting. Was not present at the last meeting when I was appointed Chairman of the Committee. The subject is "Operation of Terminals of Railroads under a Specific Management." Would like to know just what it means.

President: As near as the Association knows, it is trying to get a proposition from you to be read at the Annual Meeting.

Mr. Lewis: The proposition which I would contemplate would be, if possible, handling of yards at large terminals, such as Cincinnati, under one management, using the yard engines of all the roads indiscriminately as they might be needed. If one road had a rush of business and another road was slack just at that time, the one engine would be sent over to the other yard to help the other line out, and to carry that idea out in general.

President: I think that was the intention.

Mr. Lewis: This paper will be entirely theoretical unless we can substantiate the advisability of handling engines and terminals in that way with statistics showing what economy in operation can be obtained. It is a question whether the different lines running into Cincinnati desire to publish their figures or not, and unless these figures can be obtained, the paper, as stated, would be simply theoretical and probably of little value.

The time for preparing this paper is becoming short, and I would suggest that the Secretary write a letter asking the lines if they have any objections to publishing such figures, and it occurs to me that one month would be sufficient, as it would do just as well as a year, and if the month of December, 1896, is agreeable, that lines be asked to furnish the figures for that month.

Secretary: What figures do you want?

Mr. Lewis: The total number of cars handled, wages of yardmasters, wages of yard foremen, wages of yard brakemen,

wages of switch tenders, wages of engineers and foremen in yard service, yard clerks, cost of fuel, oil, waste, etc., cost of water, mileage allowances, and the cost per car handled.

Secretary: If no objections, will write the parties asking for this information.

Mr. Lewis: Would also suggest that the Secretary write the St. Louis Terminal Association to see if that information can be obtained from them, as that would give us an idea as to the cost per car at St. Louis, and that would be valuable for comparison.

Mr. Bender: You had also better write the Belt Road Indianapolis.

President: I would suggest further that you write Mr. P. H. Peck, M. M., Chicago Belt Ry. Co., Chicago.

Secretary: If no objections, will write all the parties suggested.

On motion, duly seconded, meeting adjourned at 11:40 a. m.

O. G. FETTER,

Secretary.

Approved.

P. LEEDS,

President.

## INDIANAPOLIS DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station May, 8, 1897.**

The following lines were represented:

P. C. C. & St. L. Ry...	WM. SWANSTON.....	Master Mech.
C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. & E. Ry.....	J. W. RILEY.....	Superintendent.
Vandalia .....	J. M. LINDLEY.....	Road F. of E.
" .....	W. R. McKEEN, JR...	Genl. Foreman.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
" .....	M. P. DENISTON.....	Trainmaster.
" .....	F. R. KRAMER.....	Superintendent.
L. N. A. & C. Ry.....	A. J. O'REILLY.....	Gen'l Agent.
" .....	F. M. QUIMBY.....	Trainmaster.

The Chair: If no objections, the minutes of the last meeting will stand approved as printed. Mr. Secretary, what have we coming under the head of unfinished business?

The Secretary: The question of furnishing a stenographer to take the proceedings of the Carmen's Association was discussed at the previous meeting, and was postponed until this meeting.

The Chair: Will the Secretary please state how the case was left at the last meeting; unfortunately I was called away by the high water.

The Secretary: "At the meeting held by the Car Foremen and Inspectors' Association at Indianapolis, Saturday, March 27, they requested the Central Association of Railroad Officers, Indianapolis Division, to provide a stenographer to take the proceedings of the meeting and furnish the secretary with a typewritten copy of same. As stated at the April meeting, our present stenographer agreed to report the meetings of the Car Inspectors' Association at \$2.50 per month. As this meant an increase of expenses to this Division amounting to 25 cents per road, it was thought best to leave this question open for consideration and disposition at this meeting."

Owing to the general depression of business, there was some objection to increasing the expenses of the Association, even to a trivial amount. However, it was thought that the good results accruing to all lines, members of the Association, would certainly justify the expenditure of 25 cents per month in order to obtain the proceedings of the Inspectors' Association. After further discussion the following resolution was offered by Mr. Riley, and seconded by Mr. Bickell:

Resolved, In order to make it unanimous, I move that this Association furnish a stenographer to take the proceedings of the Carmen's meeting, the pay to be \$2.50 per month.

Adopted.

On motion of Mr. O'Reilly the Secretary was directed to notify the President of the Inspectors' Association of the action taken and furnish him with a copy of the resolution just adopted.

The Secretary stated that a copy of the proceedings of the Carmen's Association at the meeting held April 24 had not yet been received.

The Chair: As you were at that meeting, Mr. Swanston, was there any definite action taken, or anything of interest before the meeting?

Mr. Swanston: Yes, sir, I was present. The principal question discussed was in relation to proposed changes in the M. C. B. Rules. It was the intention to have a copy of their proceedings at this meeting for discussion, and their recommendations

approved or amended, and in turn to be submitted to the Master Car Builders' Association, which meets next month.

The Secretary was requested to communicate with the Secretary of the Inspectors' Association, and obtain a copy of the proceedings and submit them to the officers of this Association, and if the action taken in reference to proposed changes in the M. C. B. Rules meet with their approval, such changes and recommendations to be submitted to the Secretary of the M. C. B. Association in order that it may be brought before their next meeting.

The Chair: The next question coming under unfinished business is a discussion of Mr. Lindley's paper on "Long Runs for Engines," preparatory to submitting the paper to the Annual Meeting to be held in July. The Secretary will please read Mr. Lindley's paper.

The paper was then read, after which followed a general discussion of the various points at issue. Owing to the limited attendance at this meeting it was desired that a freer circulation of Mr. Lindley's paper be given among the members. With this in view the Secretary was requested to take hectograph copies and supply the members with a copy of same, with request that the subject be given further consideration and come prepared for definite action at the June meeting; this will permit the paper being printed in the regular June proceedings and allow all members of the Central Association to study the paper before the Annual Meeting.

The matter of slim attendance by members representing the Mechanical Department was brought before the meeting. It was stated that these departments have only been regularly represented by two roads during the past several months. It was the desire of this meeting, especially the President, that Master Mechanics and others representing the Mechanical Department make it a point to attend these meetings in future.

On motion, Mr. E. A. Beatty, Road Foreman of Engines, P. C. C. & St. L. Ry., Richmond Division, was made a member of the Association.

On suggestion of Mr. Riley the Secretary was requested to communicate with Secretary O. G. Fetter and request that the printed proceedings be published and distributed earlier in the month, in order to enable members to have more time to look over the proceedings.

Meeting adjourned at 10:55 a. m.

G. W. BENDER,  
President.

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building May 12, 1897.

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President Connors in the chair.

The following lines were represented:

B. & O. R. R.....	MR. J. M. HOST.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
	MR. W. E. COSTELLO.
	MR. T. R. LIMER.
C. S. & H. R. R.....	MR. C. L. GARDNER.
C. A. & C. Ry. ....	MR. J. J. HENRY.
C. C. C. & St. L. Ry.....	MR. J. A. KEEGAN.
	MR. M. D. SCHAFF.
	MR. J. C. NELSON.
N. & W. Ry.....	MR. J. W. CAMPBELL.
T. & O. C. Ry.....	MR. H. C. FERRIS.
Z. & O. R. R.....	MR. J. S. GILLESPIE.

The reading of the minutes of the previous meeting was dispensed with.

The Secretary read the minutes of the Association of Car Foremen for the meeting held April 22, and of the Yardmasters' Association for the meetings held April 19 and May 3. These were accepted and ordered filed.

The report of the Committee appointed at the April meeting to investigate the subject of coach rental was presented.

May 12, 1897.

To the Members of the Central Association of

Railroad Officers:

Gentlemen: In pursuance with your instructions, the Committee appointed to investigate for the purpose of establishing a uniform basis for coach rental, mileage charge on same when deadheaded to junction point, and rate per mile charged when necessary to haul borrowed coaches over an intermediate line in order to deliver them to the borrower, beg leave to report as follows:

That the following circular letter was sent to the Members of this Association:

Columbus, O., May 5, 1897.

Dear Sir: The undersigned Committee of the Central Association of Railroad Officers has been appointed to investigate, for the purpose of establishing a uniform basis, the amount charged by the various lines for certain service below specified.

To assist the Committee in this work, you will greatly oblige by answering the following questions:

1. In loaning passenger equipment on a per diem basis, what mileage rate (if any) is charged for deadheading to junction point, and is rate the same on coaches, baggage cars, and other passenger equipment? If different, please specify.

2. Does the charge for deadheading such equipment cover mileage both ways?

3. When parlor cars are loaned, what rate per diem do you charge, and does same include use of porter and linen?

4. When it is necessary to haul borrowed coaches over an intermediate line in order to deliver them to borrower, what compensation, in your opinion, should the intermediate line receive?

T. R. LIMER,

J. F. MILLER,

T. J. ENGLISH,

Committee.

Replies were received from seven roads, as follows:

ROAD.	1	2	3	4
P.C.C. & St. L.	Coaches, 6 cts. per mile; baggage cars, 3c.	Rate covers both ways.	None in service.	Subject to local arrangements between parties.
C. A. & C. Ry.	All classes 3c. per mile.	Rate covers both ways.	\$10 per day, linen included. Porter extra.	No recommendation.
C. S. & H. R. R.	Coaches, 5c. per mile.	Rate covers both ways.	\$10 per day, linen included. Porter extra.	When not in joint service 8c. per mile.
T. & O. C. Ry.	No charge.	. . . . .	Never loaned parlor cars.	Graduating charge according to class of equipment.
Z. & O. R. R. R.	No charge.	. . . . .	None in service.	Coaches, 3c. per mile; baggage cars, 1.5c.
C. C. & S. Ry.	All classes, 6c. per mile	Rate covers both ways.	None in service.	If borrowed coaches received and delivered within yard limits, regular switching rate one way. Otherwise, 3c. per mile.
C. H. V. & T.	All classes, 3c. per mile.	Rate covers both ways.	\$10 per day, linen included. Porter extra.	Subject to local arrangement between parties interested.

After further investigation, your Committee finds that this question had been passed upon by this Association at a meeting held December 19, 1889, and the following resolution adopted:

That the rental price for coaches and baggage cars loaned be made at the rate of \$5.00 for coaches and \$3.00 for baggage cars for each 24 hours that the cars aggregate in the service of

the borrowing road, any fraction of a day over the aggregate number of days of 24 hours each to be counted as one day.

NOTE.—If ten coaches were in possession of the borrowing road two and one quarter days each, the rental would be computed by multiplying two and one quarter by ten, making twenty-two and one half, which would be counted as twenty-three days.

Where cars are handled empty for the borrowing road, that road shall pay the usual mileage charges one way in addition to the per diem rental.

No charge is to apply for time borrowed cars may be in shop for repairs.

No charge to be made by the lending road for cleaning cars after their return.

As the above resolution does not cover questions 3 and 4, your Committee respectfully recommends the following:

That the rental price for parlor cars loaned be made at the rate of \$10.00 per day, including linen, and where service of porter is required, an extra charge covering his salary be added.

That when it is necessary to haul borrowed coaches over an intermediate line in order to deliver them to the borrower, or switched by an intermediate line within yard limits, they be subject to arrangements made between the parties interested.

(Signed) THOS. R. LIMER.

Mr. Henry: I move that the report be accepted and a letter ballot taken on the recommendations.

Seconded by Mr. Gardner and carried.

Chairman: We have for discussion today the paper presented by Mr. Glover at the last meeting on the subject "Unaccountable Accidents." This was printed in the proceedings, which have been distributed, and you have all doubtless read the paper.

Mr. Keegan: This is a very valuable paper, and I would suggest that it be laid over until the next meeting, or until the writer is present, so that he may answer any questions that may be asked.

Chairman: Generally speaking, the writer of a paper would prefer not to be present when it is discussed, and that may account for Mr. Glover's absence. The expression by the gentlemen present will no doubt be carefully read from the minutes of our meeting.

Mr. Nelson: I was not present when the paper was read, but I am one of the number who do not believe in unaccountable accidents. There is a cause for everything; it is a question of finding that cause. We have had accidents on our road which were held to be unaccountable, but I do not believe the report. So far as my observation has gone, I do not think the division officers of any of our roads pay as much attention to these unaccountable accidents as they ought; I do not think they are investigated as thoroughly as they should be. There must be some cause for every derailment, and I think it behooves all of us in anywise connected with it to find out that cause. If it is the fault of the track, we want to know it; if it is the fault of the rolling stock, we want to know that.

Chairman: I quite agree with Mr. Nelson. I believe that many such accidents might with a little more care be traced to a good and sufficient cause, and one to which a remedy might be applied.

The chair wants to state his experience in a case similar to one related by Mr. Glover in his paper. About a month or so ago, passenger train No. 30, going south, and dropping down a grade of about sixty feet to the mile, struck a piece of new steel 60-foot rail that had just been put in the week before and was in most excellent condition, the surface being perfect. I was sitting in the rear of the last car, with the Master Mechanic, General Foreman, and Engineer Maintenance of Way, and was looking out. When about half-way over the new rail I noticed a fresh mark on the ties, as of a car off the track. I remarked that there must be a car off the track ahead of us, and simultaneously with this remark felt the air applied. The train came to a stop and we went ahead and found that the leading wheels of the leading truck of the engine tender had left the track on

the low side of a curve of an elevation of 3 inches, with a curvature of 2 degrees.

Naturally the heads of the departments put their heads together to learn the cause leading up to the derailment. As stated, the track was in first-class condition, and the condition of the engine tender was perfect so far as anyone could see. After further conference and debate we reached this conclusion, perhaps a week later, that with the extreme speed of the train and the force of resistance against the high side of the curve, the strain for the moment being so much greater on that side than on the other, it lifted the flange of the wheel on the low side of the rail up sufficiently that when the tank careened back the wheel came down on the center of the rail on the low side of the curve, and ran along about thirty feet, when it dropped on the ties, and until the train came to a stop followed the rail. The conclusion was that if we had had no safety chains on the engine tank the accident would not have occurred, or if the side bearings had allowed greater space to settle. The mechanical department decided that the side bearings could better be dispensed with, and they were removed, so that the tender now rests on the center casting. We have had three accidents of a similar nature on our line in the past six years, but the cause prior to this time was never located.

Mr. Campbell: The safety chain was a little short, I presume.

Chairman: The same chain has been in use for perhaps 15 years on the same locomotive.

Mr. Keegan: It seems to me the side bearings would touch before the chain became tight.

Chairman: The conclusion I reached in the matter was this: the side bearings touched, and the force of the blow was so great that it simply forced the side bearings and all right down until the chain took hold.

Mr. Gardner: If you take your side bearings off and do not lengthen the safety chains, don't you think you lay yourself open to the same trouble again by the short safety chain lifting

up the wheel on that side? Your tank would careen that much further up if the side bearings are off.

Chairman: It is a question if the tank would ever go any further if the side bearings were not there than it did in this case. It might be that the force of the water slushing to that side of the tank under high speed, and perhaps striking a little harder than usual, had a tendency to lift the low truck.

Mr. Henry: I recollect one time when I was very near an empty gondola standing on a yard track, and the engine was backing up and going to take the car to the lower end of the yard without coupling; when it struck, the car went right off the track and into a box car on a siding. I was not thirty feet from there, right in plain view. I looked about and could not find a thing the matter. Finally I noticed a little wedge-shaped piece of pine, I do not think it was three inches long, and about the height of the flange of a wheel. Nobody would say that it lifted the car. It looked as though it had slipped off the rail, and I picked it up. Afterwards I talked with the brakeman who had set the car there, and he said he put a little wedge-shaped piece of wood on the track to stop it. I do not believe that anybody to see that piece of pine would believe it would lift a car off the track. There is always a cause, but it is not always so easy to find that cause.

We had a passenger train derailed, and after investigation found a brake-shoe broken. It was my opinion that this shoe, which was partially defective, broke just as the engineer set the brake, and went right under the wheel, causing the derailment. It threw the baggage car on the side, and a coach too.

Chairman: The same cause that applied to the derailment I spoke of to our locomotive tank might have applied to this baggage car you speak of.

Mr. Henry: Yes, it may be. One great trouble in finding the cause of these unaccountable accidents is that each department is generally trying to keep its own side safe, instead of trying to find out what the cause is.

Mr. Keegan: Speaking about speed, we had a car not long

ago get off the track when running three or four miles an hour. The conductor and brakeman were unable to find anything wrong with the car or track. We did not find the cause. Certainly speed had nothing to do with it.

It would seem to me, Mr. President, that the train would go off the high side of the curve first.

Mr. Nelson: No, you see it raises the wheel on the lower side.

Chairman: It might be due to lack of elevation for the speed the train was running. Our train ran to the center of the curve after the wheels got off, passing over two trestles and one little bridge.

Mr. Henry: I think it would be of a great deal of benefit to all if every case of the kind that comes up is reported to this meeting and discussed at the time.

Chairman: An accident referred to by Mr. Glover in his paper is where an engine running backwards with ten cars attached left rails on straight track, derailing train; engine running 25 to 30 miles an hour. The question is asked whether there is any reason for an engine running backwards to leave the track at any speed?

Mr. Gillespie: I saw that wreck about two hours after it happened. I do not think Mr. Glover makes it very clear. There was a short piece of straight track between two curves, not to exceed 100 yards; both rather sharp curves; I can not say as to the degree. The tender went off the track probably 20 feet after it got off the curve. It went off on what would be the outside of the curve, the west side, and the tender went west and the engine east, down the bank. I rather think that was due to the tank of water and the speed. You could plainly see where the flange of the outside wheel had run 15 to 20 feet before it got on the outside of the rail.

Mr. Keegan: With a close king bolt, the ballast on the tank being light and working on the springs, and probably a tight coupling, the springs would bounce coming around a curve.

Chairman: It occurs to me the C. S. & H. had some experience in that direction while opening the Short Line Road.

Mr. Gardner: I do not recollect that. I believe we had one or two gravel trains off the track while backing up, but it was before the track was ballasted, and I always supposed it was due to being in too great a hurry over track that had not been touched since it was laid.

Chairman: The question is asked by Mr. Glover if there is any reason for an engine leaving the track running backwards. I presume he wishes the question settled whether an engine will run backwards as safely as forwards.

Mr. Nelson: In 1885 I was on the Cincinnati Southern Road, and a similar accident occurred, which was caused by a coaling pick falling off the tender crosswise of the track.

Mr. Host: I was on an engine about a year ago running backwards on the Midland, on perfectly straight line, when the tender jumped off. Everything was in perfect order. We were running probably 50 miles an hour. It was the front trucks that jumped the track. Mr. Graham thinks that it was on account of the side bearings on the tank. The first thought was that it was the rigid coupling, but that was changed and it was just the same.

Chairman: The B. & O. has had many experiences of this kind with side bearings, and as I understand it, they have generally discontinued the use of side bearings on engines hauling fast trains.

Mr. Host: Yes, sir.

Chairman: It is my opinion, and it has been my experience, that it is not safe to run an engine in reverse motion under high speed. I think there are many reasons why it is not safe. The principal one is that what you are pushing by is not as heavy as the thing that is doing the work, in other words, the tank is not so heavy as the engine, and the tendency of the engine is to hold to the rail, while if there is any spring about either the engine or tank the engine will give the tank the spring, or whatever it may be, and it remain in its own position. The engine will bear down on the end of the tank next to it, and under high speed the tendency is to lift the other end of

the tank as you push, perhaps to a very slight degree, yet sufficiently so that a very slight object, such as Mr. Henry mentioned a while ago, on the track or coming between the wheel and the track will raise these tender trucks up enough to shove them off the rail. The usual accident follows.

Mr. Nelson: We had a case last winter when the snow at a road-crossing, which had packed in very hard between the plank and the rail, lifted a car off the track.

Mr. Schaff: Do you think it is dangerous to back an engine up if your tank is full of water and a good supply of coal on it?

Chairman: It is not dangerous if the speed is not excessive, but I think that it is dangerous at excessive speed. I recall a case that occurred between Green Dale and Sand Run Junction, where an engine backing up about 25 miles an hour was derailed on a curve. After full investigation the matter was settled against backing an engine up so fast. That was not fast, but the track was very crooked. I think it is fully settled by the Mechanical Department that an engine is built to run in one direction, and will not do as well in the other.

Mr. Henry: I would not approve of having an engine backed up at a high rate of speed on account of obstructions, if for no other cause. But from a mechanical standpoint I do not think I would have any fear of derailment.

Chairman: We can all remember cases, I think, where engines have been derailed backing up without any assignable cause. I do not remember any cases of engines running head on being derailed under like conditions.

Mr. Schaff: In most cases of this kind I think you will find that the tender was very light.

Mr. Henry: I never felt any fear myself when handling an engine; I would as leave go back as ahead, so far as fear of derailment was concerned.

Chairman: I doubt seriously if an engineer would run his engine at a speed of 60 miles an hour backing up with the same confidence he would have running forwards. I, for one, would very much prefer to be on the ground when he was doing it.

Mr. Campbell: When I ran an engine I felt a good deal more confident running head on than backing up.

Mr. Henry: I would not want to run at a high rate of speed on account of obstructions. I never felt any uneasiness about derailment.

Mr. Campbell: I think the water slushing around in the tank makes a danger; and the more you run the less water you have in there.

Mr. Henry: I believe in answering this question we were to take into consideration nothing but the mechanical standpoint.

Chairman: My question is, Mr. Henry, whether as to safety an engine can be run, in your judgment, as well backwards as forwards, without reference to anything else but mechanical construction.

Mr. Henry: I said I would have no fear.

Chairman: The next paragraph in Mr. Glover's paper mentions an accident where a mogul engine with full train, on a descending grade, was derailed at a split switch on straight track. He further explains that upon investigation the switch was found to be in first-class condition, properly locked for main track, and switch-point fitting close to main rail, and not lower than main rail, the open point showing regulation space from the other main rail; yet the marks plainly showed that wheel of pony-truck on right side had jumped over the main rail next to the siding, and wheel on left side followed the open point rail leading to the siding.

Mr. Nelson: Would you take it from that that it was a facing-point or trailing?

Chairman: I take it that it was a facing-point. Mr. Glover asks, Can anyone offer a reasonable cause for the pony-truck leaving its legitimate track, and if so, why did none of the other wheels follow the lead? For my part, I have had no experience of that kind, and am hardly in position to offer any suggestions.

Mr. Keegan: I do not know that we have had any experi-

ence of that kind, but I can see how such a thing might occur. The turn of the truck might be short on one side and long on the other, and when the wheel did climb the rail, the center bearing being swing motion, it would let the wheel go over the rail.

Mr. Nelson: Or the lug connecting the main rod of the switch might be so near the top of the rail that the flange of the wheel raised up over it. We sometimes find it so in yards where the tires on the wheel have been turned down pretty thin. On our yard engines you will notice that the lugs are worn down where the flanges cut the top of the lug. It is possible that the flange on this wheel had had considerable wear, and the lug naturally sat up a little high, and the wheel was knocked over the top of the rail.

Chairman: What would be the best way to prevent these accidents?

Mr. Nelson: My idea of preventing this accident would be to use a Wharton switch.

We had an accident once of a passenger train becoming derailed. It was an enigma for a long time as to what caused it. We finally found three spikes alongside of the track, one of which fit a mark that had been made on the rail about where the engine went off. It undoubtedly caused the derailment.

Chairman: Is there any further discussion on this subject?

Mr. Keegan: I move that this discussion be continued at the next meeting.

Motion seconded by Mr. Schaff and carried.

The Secretary then read the paper sent in by Mr. Gordon, who explained that on account of business on the line requiring his personal attention he was unable to be present at the meeting.

### How far can we Safely Shorten Train Orders?

No line of business thrusts upon its officials as many problems difficult of solution as does railway operation, and while this has been true for a long time, it has become more noticeable in recent years, when enormous decreases in revenues have peremptorily demanded corresponding reductions in expenses.

To successfully meet this demand we have found it expedient to organize innumerable clubs and associations for the purpose of discussing questions of general interest, and thereby deriving the benefit of each other's ideas and experiences, and the "paper-reading" feature of all these organizations has been carried to such an extent that, although the fund is practically inexhaustible, it is no longer easy to select a subject of common interest which has not been already brought under fire. It was while casting about for a subject that the writer was examining some train orders, and happened across one which engendered a train of thought resulting in so many speculations and so many questions which he was unable to answer to his entire satisfaction that he finally resolved to present the main points of his debate with himself in the form of a paper.

The rightful province of a paper is to be instructive. That this one seeks for information rather than imparts it is a matter for which indulgence is craved, and for which the defense is offered that each official should regard the Association as an advisory board before which he may lay his difficulties and feel confident that their every phase will be thoroughly discussed and a solid decision arrived at.

I will preface the reading of the train order mentioned by remarking that I present it to you exactly as it was issued, excepting that I have paraphrased the names of the stations so that all may be able to fix the locations in mind. The trains are all of the same class, and west-bound, or odd-numbered, trains have right of track.

Order No. 31.

Third 3d No. two ninety-five 295 eng. 265, & first 1st No. two ninety 290, eng. 323, will meet at B-town. Fourth 4th No. two ninety-five 295, eng. 302, & first 1st No. two ninety 290, eng. 323, will meet at C-town. First 1st No. two ninety 290, eng. 323, has right of track against No. two eighty-seven 287, eng. 264, A-town to D-town.

(Contained 199 letters and 41 figures.)

I had always regarded train orders as something almost sacred, had believed that we couldn't be too careful and exact about them, and had taught employees to venerate them accordingly, yet I couldn't escape the feeling that there was too much work about an order of this kind.

Could we safely shorten it up, we would lessen the dispatcher's key work, and give him more time for thought and for figuring. We could get him around to other waiting trains quicker and thereby save delays. We could enable him to give orders which would help out only a little 'tis true, but which he doesn't give at all now because he hasn't the time and the delay to be avoided isn't great. If he has other duties (and most dispatchers have), we could create more time for him to attend to these duties. We would unburden the wires; and in this connection we must remember that two, three, and sometimes four offices have to repeat a long order. Employees at these offices may be operators who are also agents, and are tied up and forced to discommode patrons and neglect other duties until several offices repeat an order and their proper turn rolls around. Finally, it would seem our duty to lay a trainman's instructions before him in as few words as we can use, and still feel that he has no reasonable chance of misunderstanding them.

Now, let us see what results would accrue from cutting out engine numbers in the order cited. Issuing it in the same form, this omission would save the transmission of engine numbers in six different places—total saving, 18 letters and 18 figures.

Simplifying once more, by omitting the spelling of section and train numbers and using only figures, but retaining the same general form of order, I count the order containing 88 letters and 23 figures.

From investigation of methods in vogue on some lines I have gathered that an order specifying the same movements is often framed more economically, and given as follows, except that train numbers are spelled out and engine numbers often included:

1st No. 290 will meet 3rd No. 295 at B-town & will meet 4th No. 295 at C-town, & has right of track against No. 287 to D-town.

(Contains 79 letters and 15 figures.)

To recapitulate,

	<i>Letters</i>	<i>Figures</i>	<i>Total characters</i>
First example has .....	199	41	240
2d example, omitting engine Nos. .	181	23	204
3d example, not spelling train Nos. .	88	23	111
Changing form, 4th example.....	75	15	90

As the order must be transmitted by the dispatcher and repeated by at least two offices, it travels the wire at least three times, and therefore the number of characters used runs 720, 612, 333, and 270 respectively, and the first example contains approximately two and one half times the number of characters used in the last.

The current edition of the standard code of train rules authorizes the omission of engine numbers and the transmission of train numbers by figures only. We find one road adopting one of these methods of abbreviation, another employing the second method, and rarely find both brought into requisition on the same road.

I must confess a leaning towards the showing of engine numbers, because we must not lose sight of the fact that one regular train may sometimes fall in between the sections of another train of the same class, and, in the absence of engine

numbers under those circumstances, verbal communication between train crews becomes necessary, and I consider this unsatisfactory.

The omission of engine numbers in train orders is, however, very commonly practiced, while the transmission of train numbers in figures only seems to be viewed with considerable distrust, because, it is argued, there is too great a possibility of a mistake. Now, a mistake, if made, would be either by the operator receiving the order or by trainmen misreading the figures. It is an indisputable fact that figures are much easier for an operator to read on the wire than are words. Probably ninety-nine out of a hundred operators would tell us that they learned to read figures quicker and more easily than letters. Then we have the safeguard of repetition to the dispatcher. Against the likelihood of trainmen misreading figures we have the safeguard of the conductor reading aloud in the presence of the operator. Finally, experience, that best of teachers, tells us that many lines have successfully used these abbreviated orders for quite a long time; and this is the most convincing argument that can be sprung in their behalf. At any rate, the writer, after diligent inquiry, is unable to ferret out an instance in which the use of abbreviated orders has given cause for regret.

It has to be conceded that the spelling out of train numbers followed by a repetition in figures is more secure than the use of figures only; but can we find arguments to prove that figures are not reasonably safe? Do we run any greater risk of an operator's taking a figure down wrong than we do of his forgetting to deliver the order? Or is the argument for spelling out numbers any more weighty than an argument that we should not run trains sixty miles per hour because it is safer to run them thirty miles per hour? Right here we might nudge ourselves and invite attention to the designating of extra trains in orders; don't we all depend upon figures in orders to extras?

Considering, finally, the changed form of the order, can we discover any serious objection to its use? Certainly the standard code form says "No. 1 and No. 2 will meet at Bombay"; but

is this any clearer than saying "No. 1 will meet No. 2 at Bombay?" In an order containing but one movement there is nothing to be gained by the change, but in an order like the one under discussion there is something to be gained. Custom is everything in the wording of an order, and I will venture the assertion that where men are accustomed to handling such orders this form is as clear to them as the one set forth in the code.

The author of a paper can hardly hope to escape adverse criticism if he plays the mugwump, as it were, and takes no decided stand on a subject; therefore it behooves me to submit that form of order which, in my judgment, seems clear, safe, and economically worded, and here it is:

1st No. 290, eng 323, will meet 3d No. 295, eng 265, at B-town, & will meet 4th No. 295, eng 302, at C-town, & has right of track against No. 287, eng 264, to D-town.

Chairman: The next heading on the call is "Running Switches," under which twenty minutes will be allowed for discussion of any subject that may be brought up.

Mr. Host: As to running switches, it is being done every day. I was told a few days ago of a train that set off cars at two stations and never stopped. The question is whether it might not be better to cut out the rule forbidding it? The rule comes in bad in a law suit.

Mr. Gillespie: How about spur sidings? How are you going to get around it?

Mr. Henry: For my part, I think there is a difference between a running switch and a drop or jerk. I do not think it is right to allow trains to run along and shoot off cars without stopping, as Mr. Host speaks of. There are some occasions where this can be done with much less work, and safely too, when the train comes to a standstill, or where the grade is not heavy and the car is dropped with a little care. I think it is unfortunate to have rules prohibiting this. Why I speak of it is that we had a case where a marshal was killed while arresting a prisoner. They were switching and he got in front of the engine. The prisoner's leg was cut off. When the case came

up it was decided against us because we were making a drop switch. With a little start the cars would drop down all right, and there was nothing unsafe about it. But our rule against making running switches was the important point in giving the verdict against us. Another thing that was unfortunate for us was that our rules have omitted something that is in the general code about having a man on the head end; but that is another matter. I think there ought to be some way of designating that that was not considered a running switch.

Chairman: Our rules do not touch upon the question of running switches, but we make it a practice to discountenance that character of switching. In each case we insist upon the conductor placing himself in the most responsible position. If it is considered that the switch is the most responsible place, there is where you will find our conductor; on the other hand, if the track into which he will drop these cars is not a long track, or it is a little uncertain or hazardous, you will find the conductor at the brake, while the brakeman takes his place at the switch. I do not think it is good policy to prohibit that kind of switching being made, because it is common practice; and I think the sooner we all throw out that rule from the book, and recognize running switches as proper under certain conditions, the sooner the courts would recognize that our position is correct.

Mr. Henry: Through some cause or another we never left the rule out of our book, although we got up a new book of rules on account of this same case. There is a rule in the general code that a man must be placed on the rear end of the train with a lantern after night, except when switching and making up trains in yards. Unfortunately for us, whoever got up our book of rules left out that exception. I think we had three cases where that one rule worked against us.

Chairman: We have intended making up a new book of rules, and the head of our legal department has passed on such rules as he has come in contact with during his connection with our road, and has suggested such changes as will remove the

objectionable features. We have had the same experience as you. It is a very difficult thing, I take it, to make a book of rules that some sharp lawyer can not find something in to trip you up on.

Mr. Henry: That is true, but it is not very pleasant to be half a day on the witness stand trying to explain away something.

Mr. Campbell: You spoke a while ago, Mr. Chairman, of leaving the position of the conductor to his judgment. I believe this is a loophole for you to get out of in case of accident; in other words, leaves you a chance to censure the conductor for bad judgment.

Chairman: It would be a very difficult thing for you to censure the conductor for bad judgment if he said that in his judgment that was the better place to be. You might say his judgment was faulty, but if he did the best he knew how, it would be difficult. Under our system of discipline, if a case such as you speak of came up, wherein the conductor was slightly at fault, we would give him a day or two perhaps, only sufficient to make a record to have it come upon the books. Otherwise, we would say nothing about it. We must concede that our trainmen, enginemen, and station men are obliged to exercise their judgment in many matters that come up; and it has always been difficult for me to see wherein I could censure a man for exercising his best judgment. I have always questioned whether it might not be done better, but I have been very loath to censure a man when I believed he did the best he could. I think this is a very necessary thing for your men to understand, that you believe they do the best they can.

Mr. Campbell: The reason I spoke is that I have a case in mind of a party that does that very thing—always leaves a chance to get out and a chance to censure.

Chairman: I think a man that will do that is a coward.

Mr. Campbell: I certainly think it is wrong.

Chairman: We must recognize that the employee and the officer are of a common fold, and the difference between them is merely a matter of promotion. So far as their general make-up is concerned, one is on a par with the other. The sooner you

get your employees to understand that you have unlimited confidence in them, and that you trust to their judgment, of course calling them to task when their judgment is faulty, and showing wherein they might have done better, the sooner you will have loyal and trustworthy men.

Mr. Campbell: I quite agree with you. When a man does the best he can, that is all you can expect.

Chairman: Our rule is to educate the men until they do know how. Under our system of discipline we post a bulletin in all cases of this kind, for the benefit of all the other employees in that line of service, to show what we would do if that case was handled by ourselves.

Mr. Campbell: I always agree with a man until I know he does not tell the truth; always want my men to understand that I am ready to believe they do their work the best they can, until I know a man is deceiving me.

Chairman: Touching upon the question of discipline, I think we all lean a little towards the humane side as we grow older in the service. We are not so apt, as the expression is, to "jump all over" a man for something as we were a year ago. It may be because we are becoming better educated in railway work, and the employee is getting experience with his superior. It is only a matter of time until the employee should know, if his superior officer is inclined to tell him, precisely how that superior officer wants things done; and after that information is once obtained, if the superior changes his plan of doing anything, he should communicate that fact to the employees, so that they may change their plans and work in harmony. Railway companies will recognize that fact as they go further into this.

The following names were presented for membership, and the gentlemen were duly elected:

Mr. F. H. Alfred, Engineer M. of W., C. A. & C. Ry., presented by Mr. Henry; Mr. D. H. Bargar, Trainmaster N. & W. Ry., presented by Mr. Campbell; Mr. C. S. Wilkins, Chief Train Dispatcher C. S. & H. R. R. (performing duties of Trainmaster), presented by Mr. Gardner.

Secretary: One thing was overlooked under the head of unfinished business, and that is the matter of allowing agents to make an extra switching charge on cars held for freight charges. It was left over from the last meeting. Mr. Glover was the only one who voted against it, on the ground that a uniform credit system should be established at the same time, and he was to bring the matter up again at this meeting.

Chairman: With the consent of the members present, we will leave this matter open until the next meeting.

Secretary: I have two bills to present, one the regular bill of the Central Association of Railroad Officers against this Division for its proportion of the expenses for April, amount, \$10.98.

This bill was accepted and ordered paid.

Secretary: The other is the bill from J. L. Trauger for printing and binding 250 copies of the constitution, etc., of this Association, and rules of the Car Service Association and the Joint Inspection Bureau, amount, \$153.50.

Mr. Berry: There is a question about this bill that ought to be brought up. There are some of the roads, members of the Car Service Association, that do not contribute to the expenses of the Central Association, but as they will all be interested in these books and will want copies, I think the best way to have the bill paid is to put it into the Car Service Association expenses, so that all lines may share in paying for the printing and binding. The expenses of the Central Association are paid by the lines centering at Columbus, but this is something that interests everybody connected with the Association in any way. While it will make the expenses of the Car Service Association larger, yet I think that is the proper place to put it.

After a little discussion it was moved by Mr. Host that the Car Service Association take care of the bill. Seconded by Mr. Campbell and carried.

The meeting adjourned at 3:35 p. m.

M. S. CONNORS,  
President.

J. H. SCHWARTZ,  
Secretary.

## TOLEDO DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo Division, held Monday, May 10, 1897.**

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Meeting called to order at 1:30 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R. Co....MR. W. F. BRADLEY .....Supt.  
C. H. & D. Ry.....MR. S. B. FLOETER.....Supt.  
C. H. V. & T. Ry.....MR. M. S. CONNORS.....Supt.  
“ “ .....MR. W. E. COSTELLO.....Trainmaster.  
C. J. & M. Ry.....MR. J. B. FLANDERS..... Supt.  
C. S. & H. R. R.....\*MR. C. L. GARDNER.....Supt.  
L. S. & M. S. Ry.....MR. L. E. JOHNSON.....Supt.  
Pennsylvania Co.....MR. J. B. MCKIM.....Trainmaster.  
T. & O. C. Ry. ....MR. T. F. WHITTELSLEY....Gen'l Supt.  
T. St. L. & K. C. R. R..MR. A. L. MILLS.....Gen'l Supt.  
W. & L. E. Ry.....MR. F. J. STOUT.....Supt.

\*Represented by Mr. M. S. Connors.

Messrs. Sutherland, Comstock, and Reynolds, of the M. C. R. R., came in immediately after adjournment.

VISITOR: Mr. T. J. Charlesworth.

President: If there are no objections, the minutes of<sup>3</sup>previous meeting (April) will stand approved as printed.

**Communications.**

The American Railway Association.

New York, March 11, 1897.

Mr. Wm. Grogan,

Secretary Central Association of R. R. Officers,  
Toledo, Ohio.

Dear Sir: Referring to your communication of March 2d.  
As the enforced absence of a majority of the members of the  
Committee on Car Service yesterday made it impossible to ob-  
tain a quorum, no action could be taken at that time on your  
communication. It will be placed on file so as to come up for  
consideration whenever an opportunity occurs.

Yours very truly,

(Signed) W. F. ALLEN,

Secretary.

**Messenger Service.**

President: The Secretary will announce the result of letter  
ballot on joint Messenger Service.

Secretary: The following is the vote:

*Yes.*

*No.*

Ann Arbor R. R. Co.

T. St. L. & K. C. R. R.

C. H. & D. Ry.

C. J. & M. Ry.

C. H. V. & T. Ry.

C. S. & H. R. R.

F. & P. M. R. R.

L. S. & M. S. Ry.

M. C. R. R.

Penna. Co.

T. & O. C. Ry.

Wabash R. R.

W. & L. E. Ry.

Totals: 12 Yes, 1 No.

President: The Chair will declare the motion carried.

President: The report of the Committee does not provide for any time that service shall go into effect.

Mr. Johnson: I move that the Messenger Service go into effect June 1st.

Seconded and carried.

Mr. Johnson: There is a question in connection with this matter that I wish to speak about, and that is, every road takes a minor release for protection, and inasmuch as these messenger boys will be joint employees, think it quite necessary that some measure be taken by the Secretary as a protection or measure of safety.

Mr. Whittelsey: Who would you enter on blank as employer as the party of the first part?

Mr. Connors: I move that the matter be referred to the legal department of some of the Toledo lines for opinion as to liability and proper form of contract.

Seconded by Mr. Whittelsey and carried.

Mr. Connors suggested that the matter be submitted to the T. & O. C. legal department through Mr. Whittelsey.

#### **Maximum Price for Transferring Telegraph Poles.**

President: The Secretary will announce result of letter ballot on motion to make the maximum price for transferring telegraph poles \$10.00 per car for single and \$20.00 per car for double loads.

Secretary: The following is the vote:

<i>Yes.</i>	<i>No.</i>
Ann Arbor R. R. Co.	C. H. & D. Ry.
C. H. V. & T. Ry.	C. J. & M. Ry.
C. S. & H. R. R.	L. S. & M. S. Ry.
F. & P. M. R. R.	T. & O. C. Ry.
M. C. R. R.	Wabash R. R.
Penna. Co.	
T. St. L. & K. C. R. R.	
W. & L. E. Ry.	

The T. & O. C. and C. J. & M. representatives changed their votes to "Yes."

Result: 10 Yes, 3 No.

President: The Chair will declare the motion carried.

Mr. Johnson: Will ask the Secretary to read the L. S. & M. S. vote.

The Lake Shore & Michigan Southern Railway Co.

Toledo, Ohio, April 28, 1897.

Mr. Wm. Grogan,

Sec'y C. A. of R. R. O.,  
Toledo, Ohio.

Dear Sir: The L. S. & M. S. Ry. votes No on the motion that \$10.00 per car for single and \$20.00 per car for double loads be the maximum price for transferring. They will make bills on the basis of actual cost, and will honor bills in the same manner.

Yours truly,

(Signed) L. E. JOHNSON,  
Supt. Mich. Div.

President: The Chair will ask for information, as under the rules that vote would hardly be considered notice that you would not be bound by that resolution. Under the Constitution it would require a thirty days' notice.

Mr. Johnson: I do not so understand it. My understanding was if I gave that notice with vote the L. S. & M. S. Ry. would not be bound at all. My understanding is that unless you give notice within thirty days you would be bound by prevailing vote.

President: (Reads Rule No. 3 of Rules of Order.) Our action today being in favor of that motion, it seems to me that it would be incumbent on you to give such notice and that you would be bound by that motion for thirty days.

Mr. Johnson: I did not so understand it. I can give you official notice on reaching my office.

President: It would seem to me that that would be the

proper course. My interpretation of the rule is that you are bound by the resolution for thirty days.

Would like to hear from Mr. Whittelsey in that matter.

Mr. Floeter: Would like to see that point settled, as I so understood it.

Mr. Whittelsey: Article 6 says "Membership shall be continuous unless terminated by formal withdrawal"; Article 3 says "Its action shall be in the nature of an agreement between all the members, provided that any member shall be relieved of such obligation upon giving thirty days' notice to the Secretary."

My interpretation would be that if any action was taken to which we would except that we would be bound until 30 days had expired after notice that we would not be.

Mr. Connors: Mr. Whittelsey's interpretation seems to meet my views.

Mr. Whittelsey: And that when they withdraw the whole subject-matter should be gone over again rather than to lose a member of the Association.

President: It does not seem to me they need withdraw, but simply give notice that after the expiration of thirty days they will not be bound by that particular resolution.

Mr. Whittelsey: You hold, then, Mr. President, that a road can dissent from any one resolution, and it does not interfere with their membership in the Association.

President: Yes, sir, that is my understanding.

Mr. Johnson: I had no intention of withdrawing from the Association. It is clearly my understanding that any road can dissent from a resolution by giving proper notice. We will consider ourselves bound by this resolution until we give formal notice to the contrary.

Mr. Connors: I wish to ask as a matter of information. The roads voting "no" on this resolution seem to be the roads handling most of these poles, and as far as the Hocking Valley is concerned, the vote was simply given to make the thing unanimous, but the roads voting in the negative are those that handle a great many poles, and if all those roads give notice

that they will not be bound by this resolution it will be of no account, and if such is the case, I am decidedly in favor of reconsidering the vote.

President: Of course that can easily be accomplished by a motion to reconsider. It seems hardly fair to require roads delivering telegraph poles to transfer other commodities at a fixed price and refuse to accept a maximum price on telegraph poles. We handle quite a large number of telegraph poles, and are willing to be governed by this resolution.

Mr. Floeter: I presume we transfer as many telegraph poles as any road in the Association, and have made some bills at \$25.00 or \$26.00, which was the actual cost of the transfer. Since this matter came up I have been trying to see what could be done to reduce the cost of transfer, and hope we will get it less than \$20.00. I have been trying to get to our dock with cars and use one of the cranes in the transfer, and I think the cost of the last double load was in the neighborhood of \$18.00 or \$19.00. However, would not be in favor of making it \$20.00 at present. I think we will probably get the cost of single load less than \$10.00.

Mr. Johnson: In the matter of fixing this maximum price I wish to call attention to the fact that up to a certain point we are permitted to charge only actual cost. We can not charge \$10.00 where the actual cost is only \$5.00, nor \$20.00 where the actual cost is only \$15.00. Under this resolution, up to a given point you charge at actual cost, and beyond that you have to give your labor away, and few roads are in a position to do that with their present earnings.

President: I think we should concede some things in the interest of harmony, and this would be a concession to the lines delivering telegraph poles. I think the number of cars of telegraph poles handled by any of the roads would not make the burden very heavy.

Mr. Bradley: I view the matter this way, we have got to have a little toleration. Men in our employ who will not take discipline we do not consider good employees, and this same

toleration should extend to the officials. In fixing the price for transferring the different commodities the cost of switching the car in your yard is not taken into account. Since we have this joint agreement with the F. & P. M. and C. J. & M. at Toledo, they keep pretty close account of what it costs to handle a car, and I know we can not handle the car and transfer the load for \$1.50. We handle, say, from 14,000 to 16,000 cars in a month, and estimate that each car will have two or three movements. In the case of a car to be transferred it means it must be switched out and brought to point where transfer is to be made, another car placed alongside it, and after transfer is made, switch the bad order car back to delivering road and the load into train. If your other cars cost  $12\frac{1}{2}$  cents, or  $13\frac{1}{2}$  cents, with two movements, the transfer with four times as many movements means 50 cents, and as we get \$1.50 for transferring a majority of the cars, this would leave but \$1.00 for the labor, which amount would not cover the expense. Our earnings are needed just as much as any of the other roads.

President: In this case of the joint messenger service I voted "No" because I could not see the necessity of it, but will not give notice that we will not be a party to it, as we do not wish to break up something a majority of the roads favor.

Mr. Connors: With so many decided opinions against it, I question the good judgment of adopting a resolution of that kind.

#### Standing Resolutions.

President: The next subject on the call is "What date shall the revised Standing Resolutions go into effect?"

It seems to me with the notice we have received about the Joint Car Inspection we might hold open a little while.

Mr. Whittelsey: I move that the matter be laid on the table.

Seconded, and after considerable discussion, motion was put to a vote and carried.

Mr. Connors: Then, Mr. President, the old schedule of prices for transferring cars is still in effect.

President: The Chair will so rule.

### KANSAS CITY ASSOCIATION.

Association of Superintendents of Kansas City Railroads.

Kansas City, Mo., April 22, 1897.

Mr. O. G. Fetter,

Sec'y Central Association of R. R. Officers,  
Cincinnati, Ohio.

Dear Sir: At the meeting of the Association of Superintendents of Kansas City Railways, held April 14, 1897, a resolution was adopted, favoring the application of our Association for membership in the Central Association of Railroad Officers.

Will you please refer this application to the Executive Committee and advise me of their action.

Respectfully,

(Signed) B. H. GARRIGUES,

Secretary.

Central Association of Railroad Officers.

Cincinnati, Ohio, April 24, 1897.

Mr. L. E. Johnson,

Chairman Executive Committee,

Central Association of Railroad Officers.

Dear Sir: Herewith application of the Association of Superintendents of Kansas City Railways for membership as a Division of the Central Association of Railroad Officers.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Central Association of Railroad Officers.

Toledo, Ohio, April 26, 1897.

Mr. William Grogan,  
Sec'y Toledo Division.

Dear Sir: Will you please submit the enclosed subject to the Toledo Division of the C. A. of R. R. Officers at the next meeting?

Yours truly,

(Signed) L. E. JOHNSON,  
Chairman Ex. Com.

Mr. Flanders: I move that the Association of Kansas City Railways be taken into fold.

Seconded by Mr. Whittelsey and carried.

Mr. Johnson: I move that the Secretary be instructed to notify the Secretary of the Central Association and the other Divisions of our action.

Seconded by Mr. Connors and carried.

**C. S. & H. R. R. and Joint Inspection.**

Columbus, Sandusky & Hocking Railroad Co.

Columbus, Ohio, April 22, 1897.

Wm. Grogan, Esq.,  
Sec'y Central Association R. R. Officers, Toledo Div.,  
Toledo, Ohio.

Dear Sir: As per your letter of April 20, will you kindly make the necessary arrangements for the C. S. & H. to join the Joint Inspection Association at Toledo, the agreement to be signed at the time of the next regular meeting of the Association?

Yours truly,

(Signed) C. L. GARDNER,  
Supt. Transp.

Mr. Connors: I represent the C. S. & H., who do not wish to take any action in this matter until the question of the L. S. & M. S. Ry. withdrawing is finally settled. If the L. S. & M. S. withdraw it is the intention of the C. S. & H. to keep out also. They do not think it a good thing unless unanimous.

**Diverting Loads.**

The Wabash Railroad Company.

Peru, Ind., March 23, 1897.

**Mr.** Wm. Grogan,

Secretary, Toledo, Ohio.

Dear Sir: A short time ago we delivered a car of freight to a connecting line, and they refused it on account of some slight defect, and we diverted the car to another line. Objection was raised to this proceeding, and we were referred to a rule of the Central Association prohibiting this practice. Will you please quote me the rule, giving date?

Yours truly,

(Signed) E. A. GOULD,

Superintendent.

The Secretary was instructed to notify Mr. Gould that there was no such rule in the Toledo Division, and to suggest that, inasmuch as the question has been raised, that he give the facts in the case, with the name of the other road.

**M. C. Claim 135320.**

Michigan Central Railroad Company.

Detroit, Mich., May 5, 1897.

Wm. Grogan, Esq.,

Secretary Central Association,

Toledo, Ohio.

Dear Sir: Herewith I hand you papers in claim 135320, account of Fred J. Baker for damage to cotton by fire, \$356.46. I send you herewith the papers in regard to claim for car and contents, destroyed at Toledo, by fire, and if no objection from Mr. Mills, would ask that a Committee of arbitration be appointed in this case.

Yours truly,

(Signed) D. S. SUTHERLAND,

Supt.

Mr. Mills: It does not seem to me to be one of the objects of this Association to settle claims for damage to freight. I have no objection to arbitration, and I would ask that the matter be referred back to Mr. Sutherland with request to state what part of this dispute he wishes to refer to the Association. Any question of fact, coming properly under its jurisdiction, that he wishes to have decided I am willing to submit to the Association.

On motion of Mr. Johnson, seconded by Mr. Connors, the Secretary was instructed to refer the matters to Mr. Sutherland, with a request, as suggested by Mr. Mills, that he state what part of the dispute he wishes arbitrated.

Adjourned, to meet Monday, April 14, 1897.

A. L. MILLS,

President.

WM. GROGAN,

Secretary.

## PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, May 11, 1897.

Meeting convened at 10:10 a. m.

### PRESENT.

#### *Roads.*

#### *Representatives.*

<b>P.</b> & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
<b>T.</b> P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
<b>C.</b> C. C. & St. L. Ry..	J. W. RILEY.....	Superintendent.
<b>T.</b> H. & I. R. R.....	F. L. CAMPBELL.....	T. M.
<b>L.</b> E. & W. R. R.....	H. F. BICKELL.....	Ass't Gen'l Supt.
“ “ “ “ “ “ “ “	H. A. BOOMER.....	Superintendent.
<b>C.</b> R. I. & P. Ry.....	H. P. GREENOUGH ...	Superintendent.
<b>C.</b> B. & Q. R. R.....	*W. B. THROOP.....	Superintendent.

\*Represented by Mr. E. N. Armstrong.

VISITOR: J. W. Higgins, Supt. Illinois Central.

In the absence of both the President and Vice-President, the Secretary called the meeting to order, and on motion Mr. E. N. Armstrong was made temporary Chairman.

Chairman: The minutes of the last meeting will stand approved as printed unless there is objection. Our first matter is hearing from P. & P. U. in regard to charge for use of cars as drays.

Secretary: Mr. Tompkins can not be here this morning, and has handed me the following letter.

Peoria, Ill., May 4, 1897.

Mr. F. L. Tompkins,  
Supt. P. & P. U. Ry.,  
City.

Dear Sir: We return you the papers in reference to charge for cars used in what is called "drayage." The substance of the report made by the Committee is "that the lines can charge for cars used in this service, but that such charge must be recovered from the P. & P. U. Railway, who acts as the agent for the several interested parties, and that such charge must be included in the bill for switching services performed by the P. & P. U. Company, and that the item must be rendered to the parties on whom the collection is made as one item." Two opinions are attached to the report—one from Mr. Dye, the other from Mr. Mather—both holding that the right to charge for the car used, in addition to the amount of the switching rate, is of doubtful legality. Assuming these opinions to be right, it follows that if you hire a car from one of the tenant companies, it is then your car, and you can not charge for it in addition to a reasonable switching charge. If a car is hired by you, you can no more make this extra charge than you could if you owned the car. So that it seems to us that the conclusion of the Committee is directly contrary to the opinions mentioned.

It seems to us that to avoid all question of legality you should make your regular switching charge without reference to the car or its ownership, and that the person wishing the work done should be required to obtain consent of the owner of the car before you do the work. Undoubtedly, the owner of the car has a right to charge for its use. If, when an industry wishes a car switched by you, you instruct that it can not be done until the owner has been paid for its use, you will sufficiently protect the tenant lines, and will not be taking a course that is of doubtful legality. If the tenant lines wish pay for cars used in this business, they can insist upon payment by the industries wishing to use them.

Inasmuch as the right of a tenant line to make a charge for

the use of a car is undoubted, while your right to hire the car of the tenant line and then charge for the use of it is questionable, we think you should make your switching charge in the usual way, and let the tenant line collect the car rental.

Yours truly,

Dict. H.

STEVENS & HORTON.

Chairman: That, I suppose, is the position the P. & P. U. will stand upon in this matter.

Mr. Bell: Mr. Tompkins wished me to say that, under that opinion, we could not carry out the Committee's suggestions; that we are willing to enter into an agreement with the other roads to make a charge for such service, but we can not undertake to handle a car without its being released to us. In case we use our own cars we would make the charge the same as may be agreed upon by all lines.

Mr. Armstrong: I would suggest that, in the light of all that has been said and done on this subject, and in view of the fact that the whole thing will be knocked out by the Traffic Department, that the matter be tabled. It seems hardly worth while for the Transportation Department to pass any resolution making such a charge when it is a notorious fact that the Traffic Departments will find some way of evading it whenever they think it is necessary to secure business, as they are not able to carry out their own agreements, and business here is such that whenever one road violates an agreement the other roads are compelled to follow.

Chairman: What will you do with the subject?

Mr. Riley: I move the matter be referred to Mr. Tompkins, with the request that he take up with the Local Agents' Association, and see to what extent the abuse has grown, and what remedy they can suggest.

Seconded by Mr. Campbell and carried.

Chairman: Next is "How are tracers for private line equipment handled?"

Mr. Riley: I find private car lines send sufficient cards to Supt. Car Service so that the information can be given as they

want it. As Mr. Starbuck is not here, I suggest that the matter be carried over to the next meeting.

Mr. Campbell: I have the following letter from our Car Accountant on this subject.

Terre Haute, Ind., May 7, 1897.

Benj. McKeen, Esq.,

Superintendent.

Dear Sir: Referring to the attached papers, the method used in my office in handling all correspondence of Private Line Equipment is that where the inquiry is made by letter it is answered by letter. Tracers are generally answered by postal cards, as all Private Lines furnish postal junction cards for reporting the deliveries of their cars to connections, these cards are used in answering tracers for private cars.

Yours truly,

(Signed) H. G. SLEIGHT,

Car Accountant.

Mr. Riley: I move we let the matter go over to the next meeting.

Seconded and carried.

Chairman: That is all that is mentioned in the call. There was a very interesting paper in the last proceedings by Mr. Glover on "Unaccountable Accidents." I presume you all have read it, and perhaps some of you have something to say on that same line. There was also an interesting discussion on the use of oils for cars and engines. Anyone anything to say?

Mr. Riley: There can be a great saving in oil. Two years ago we took the trainmen's oil cans away from them. We found too many hot boxes, and since we took the cans away we have reduced the number of hot boxes two thirds, and don't use one third the oil.

Chairman: It is necessary when you have a hot box to give it attention, and perhaps your men were simply drowning the fire with oil instead of looking after it properly.

Mr. Riley: That was it exactly.

Mr. Bickell: We mix the waste for trainmen before they start on their runs.

Mr. Riley: We do also. One bucket to each crew.

Mr. Campbell: The Vandalia adopted about six months ago giving two three-gallon buckets to each crew, and we find it works very satisfactorily. That is six gallons of prepared waste.

Mr. Riley: Our men turn in a requisition to the Yard Master and he to the inspector before they get the packing.

Mr. Campbell: Do you also furnish dope in addition?

Mr. Riley: No, sir.

Mr. Campbell: We permit our crews to carry a three-gallon bucket of hot box compound.

Mr. Bickell: Our passenger crews carry bucket of prepared waste. This matter is handled, however, by our mechanical department.

Mr. Boomer: What do you do with the old waste?

Mr. Riley: Save it.

Mr. Boomer: What if it is gritty?

Mr. Higgins: I saw a small bucket tried on our Louisiana Division five years ago, where the division is all sand. There the instructions were to destroy the old waste. That is a matter I don't think can be regulated, but will have to be intrusted to the trainmen.

Mr. Riley: I would like an expression from some who have tried long runs for locomotives. What distances they run.

Mr. Bickell: Our longest regular run is 120 miles, but we occasionally run through 207 miles. The latter occurs about two round trips a week.

Mr. Higgins: Our longest passenger run is 162 miles. Our freight train crews run through, but not the engines. Next week we expect to take the first step towards running engines through also, and want to extend it if we find it works satisfactorily. This district is 162 miles. Engines stop midway for short, single trips, consequently schedule is arranged for doubling. Our engineers petitioned that 162 miles was too long a

run. We then arranged to pay them for single trip when they laid at turn around point, if laid there four hours; if they turned around and were ordered back in less than four hours, we paid them double. No exception was made as to the character of the runs. On fruit, stock, and meat runs, from  $4\frac{1}{2}$  to 6 hours each, it was no hardship to go through, but of necessity we must take the engine off and change. It is a very annoying arrangement. Frequently we have engine come midway in good condition, fit to go through, the fire is cleaned, etc., and engine run into roundhouse, and fire dies down, and we have about reached the conclusion that it is better to run the 162 miles than to turn at 80 miles and make double. If engine is to go through the 162 miles, there will be more care on the part of engine men when approaching point where fire is cleaned, etc., than where they expect to shift responsibility by turning over engine to roundhouse men. Where an engineer has run a hundred or 120 miles in this country he has put in enough hours to demand rest. Where business justifies long runs, the districts can be split for local trains. For a road 900 miles from Chicago to New Orleans, as we have, we have been able to reduce our relay points to a considerable extent.

Mr. Bickell: We are hauling gravel, and our engines making 180 miles round trip. We expect to make 306 miles when we get to the longest haul.

Mr. Riley: In the next few days we expect to make the experiment of running engines on our through freight trains from Indianapolis to Peoria, 212 miles.

Mr. Campbell: We run through freight engines 175 miles, Terre Haute to Peoria. A year ago last winter we experienced trouble with enginemen expecting engine to be cleaned at Decatur, and when they got to roundhouse they got off and went to lunch-room, leaving the hostler to clean the fire. After from thirty minutes to an hour, with blower on all the time, they would leave Decatur, and in a few miles the engine would go to leaking. We therefore instructed enginemen to take care of their own fires on the road, and this last winter we came through

with very little trouble or delay en route. We got a great deal better results by holding enginemen responsible for the condition of their fires than expecting hostler to care for engine at roundhouse. Our experience is the same on the main line, Indianapolis to St. Louis. On Manifest trains we have two compound engines, hauling 26 loads from Indianapolis and 30 from Terre Haute, that go over the division with a tank of coal. Tanks hold 8 or 9 tons, distance, 240 miles. They also run from Indianapolis to Terre Haute with a tank of water, 72 miles.

Adjourned at 11:05 a. m.

E. N. ARMSTRONG,  
Chairman, *pro tem.*

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, May 14, 1897.

Meeting called to order at 11:15 a. m., with President  
Besler in the chair.

The following representatives were present:

B. & O. S.-W. Ry.....	MR. I. L. BURLINGAME..	Trainmaster.
C. B. & O. R. R.....	MR. W. G. BESLER.....	Supt.
“ “ .....	MR. A. HAMILTON.....	Agent.
“ “ .....	MR. W. S. GLOVER.....	Chief Disp.
“ “ .....	MR. J. A. CARNEY.....	M. Mechanic.
C. P. & St. L. of I.....	MR. H. S. REARDEN ....	Supt.
Ill. Cent. R. R.....	MR. J. G. HARTIGAN.....	A. Gen. Supt.
“ “ .....	MR. C. F. PARKER.....	Gen'l Agent.
“ “ .....	MR. H. McCOURT.....	Supt.
L. E. & St. L. C. R. R..	MR. E. HOLBROOKE.....	Supt.
St. L. K. & N. W. R. R.	MR. A. T. PERKINS.....	Agent.
St. L. & S. F. R. R.....	MR. A. J. DAVIDSON.....	Supt. T.
St. L. Transfer Co.....	MR. W. G. BESLER .....	
T. St. L. & K. C. R. R..	MR. A. L. MILLS.....	Gen'l Supt.
“ “ .....	MR. L. T. WESTRICH....	Supt.
Terminal R. R. Ass'n...	MR. EDW. DUNLOP.....	Supt.
“ “ .....	MR. H. M. SMITH.....	M. Mechanic.
“ “ .....	MR. F. X. ROEDERER....	Agent.
Wabash R. R.....	MR. C. B. ADAMS.....	Supt. Car Ser.
Wiggins Ferry Co.....	MR. J. J. BAULCH.....	Gen'l Ft. Agt.
C. C. C. & St. L. Ry...	MR. J. R. CAVANAUGH...	Supt. Car Ser.

VISITORS: W. E. Beecham, Car Accountant, C. M. & St. P. Ry.; W. M. Prall, Manager St. Louis Car Service Association.

**Reading of Minutes.**

President: As the minutes have appeared in the printed proceedings, we will follow the usual practice of dispensing with their reading, unless there is objection.

**Unfinished Business.**

Secretary: I have a letter from the Secretary of the Central Association of R. R. Officers, dated Cincinnati, O., May 12, as follows:

“At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held May 11, 1897, correspondence was presented, copy of which is attached. After discussion it was moved and carried ‘that the Secretary correspond with the other Divisions in line with the letter presented relative to cleaning stock cars before delivery, with a view of obtaining practice at other points covered by the Central Association of Railroad Officers.’

“Kindly present the matter to your Division and advise.”

(Letter referred to above:)

Chesapeake & Ohio Railroad Company.

Cincinnati, O., May 11, 1897.

Mr. O. G. Fetter,

Secretary Central Association,  
Cincinnati, O.

Dear Sir: One of our Cincinnati connections has refused to accept empty stock cars on their return (having previously gone East under load) without said cars being cleaned.

Our management is not aware of this being customary at other terminals, and desires me to present the matter to the

Association for information whether such a rule is in force elsewhere; and for an expression of opinion as to its fairness.

Yours truly,

GEO. W. LEWIS,  
Superintendent.

President: You have heard the communication, what is your pleasure?

As no one seems to have anything to offer, perhaps our best course will be to refer it to the Local Agents' Association for action, and ask them to investigate and give us a report concerning present practice at St. Louis and East St. Louis covering this matter.

Mr. Adams: I move that the matter be so referred.

Seconded. Carried.

President: Our Secretary therefore will write to the Local Agents' Association immediately and request them to give us a report, if possible, before our next meeting.

President: Our next business is the subject raised by the M. & O. R. R. concerning arch-bars breaking on foreign refrigerator cars. Our Secretary has asked this information from the various Members, and has received a number of replies.

Secretary: We have a letter from the Superintendent of Motive Power of the C. B. & Q. as follows:

Aurora, Ill., May 12, 1897.

Mr. W. G. Besler,

Division Superintendent,  
Beardstown, Ill.

Dear Sir: Referring to your letter of April 30 in regard to the inclosed request from Mr. F. E. Anderson, per his letter April 27, inquiring if we have experienced any trouble with arch-bars on private-line refrigerator cars breaking down. If so, what we have attributed the trouble to.

We have made inquiries of our different Master Mechanics and would advise their experience, as follows:

Chicago Terminals.—No trouble.

Chicago Division.—Have found no broken cars, but have repaired arch-bars for private-line refrigerator car companies on account of being bent, caused by column-bolts being broken. Broken arch-bars are attributable mainly to the column-bolts getting broken, or nuts losing off.

East Iowa Division, Burlington.—Only one instance of a broken arch-bar was found under a refrigerator car, and that was on M. & O. 15272, April 9, 1897.

West Iowa Division.—No broken arch-bars to report for sometime of any kind.

Yours truly,

G. W. RHODES,

S. M. P.

The Superintendent of the Vandalia Line advises:

Replying to your letter of April 27, concerning trouble with arch-bars on private-line refrigerator cars, I beg to advise that we had but little trouble with refrigerator cars, but have had considerable trouble with arch-bars on private-line cars, caused principally by light material used in the bars and bolts.

Other letters on this subject were referred to Sup't Clarke, of the M. & O., who has not yet returned them. Some of the lines stated that they had a great deal of trouble. The L. & N. went into the matter very thoroughly, and stated that they attributed the cause to the salty composition leaking down on the bolts, rusting them, and causing them to break.

President: Has any member anything further to say on the subject? It was brought up by the M. & O., and perhaps they are more interested in this than anyone else, and unless there is further discussion desired, we will pass it.

#### **Reports from Committees.**

Mr. Parker: As Chairman of the Car Service Committee, I wish to state that as yet nothing has been done, as we thought it inadvisable to agitate the matter in view of the present disturbed condition of traffic matters, and there seems to be a feeling among railroad men at present that they do not care to enter

into any agreement of this nature that will affect traffic. I will state that I understand Mr. Pierce, Receiver of the Clover Leaf, will be in St. Louis Monday next, and I have written him asking if it will be convenient for him to meet Mr. Adams and myself at that time.

(Here inquiries of Mr. Mills, General Sup't of the Clover Leaf, elicited the fact that Mr. Pierce was expected at or about the time mentioned.)

Mr. Parker: In view of the facts stated, the Committee would ask further time.

Mr. Rearden: I move that the Committee be given further time.

Seconded. Carried.

President: We have with us today Mr. W. E. Beecham, Car Accountant of the Chicago, Milwaukee & St. Paul Railway, who will give us a talk in reference to some interchange rules adopted by the General Superintendents' Association at Chicago.

Mr. Beecham: Mr. Chairman and Gentlemen: The economical, expeditious, and judicious movement of empty cars is one of the most interesting problems in railway service. It is a problem worthy of careful study, thoughtful consideration, and the closest attention, because it is an item in operating expenses of gigantic proportions. To move empty cars successfully we must make only such movements as are necessary, any unnecessary movements being a waste of money. In large terminals the mutual interests of all concerned must be considered, and for that reason it seems to be essential to have a code of simple rules in force that can be complied with. In no other way can the matter be successfully regulated, because human nature is prone to selfishness, and we are liable to carry on our affairs at times in disregard of the interests of others, and get paid back in similar coin later on. The interests of all railways in large terminals, switching associations, belt lines, and bridges are closely interwoven and identical, and will be greatly conserved by the adoption of uniform methods and principles in handling empty cars. Careful investigation of the subject prolonged

through a number of years has fully convinced me that empty cars make many unnecessary movements in large terminals, resulting in useless expense to the switching power, great delay to the equipment, and vexatious interference with yard work, all of which might easily be avoided by the adoption of precautionary measures at the outset, and it is to this that I desire to call your special attention on this occasion.

I am not prepared to tell you what the ratio of empty to loaded movements is, as no data is obtainable on the subject so far as my knowledge goes, hence it must be treated inferentially, but the percent of empty to loaded car mileage is well known. On some roads it is about 25 percent, on others, 40 percent, and even more; perhaps  $33\frac{1}{3}$  percent may be accepted as the average, but the percent of empty to loaded movements is beyond computation, because it is impracticable to keep a tally on switching movements, although just as essential for the purpose of calculation as road movements are.

The operating expenses in nearly all branches of railway service have been reduced to scientific principles, and can be discounted in advance by the prudent manager to a very nice approximation, but who can tell how much unnecessary expense has or will be incurred for the movement of empty cars? Taken as an abstract proposition there is no money in the movement of empty cars, but empty cars must be moved, and inasmuch as it can not be done without expense, it would seem superfluous to say that it should only be done when necessary, and you will undoubtedly be surprised at hearing me say that it is often done when it is entirely unnecessary. Except in one instance, I have never known it to be done with the intention to deceive. On one occasion a man negotiating the sale of a railroad ordered the yardmaster to "shuffle up the cars a little" when the would-be purchasers were in sight because it looked more like business, but as a rule the unnecessary movement of empty cars results more from a lack of method than design. It is not now, and probably never will be, possible to confine the movements of cars to loaded movements only, and therefore the problem of

keeping down the expense that must be incurred for the movement of empty cars will continue in future to offer the most inviting field for the exercise of economy within the range of railroad endeavor.

One of the most unreasonable and expensive abuses of equipment in large terminals has come to be known as the "shuttlecock" process. Under this process a car is thrown in air, so to speak, between two lines, or between a railroad and a terminal association. One does not want it, and the other won't have it, and so the car is kicked back and forth between them for weeks and months together, and all because the ultimate and proper destination of the car is unknown. While a car is undergoing this senseless operation it not only is greatly delayed, but may be damaged in switching, then the cost of repairs must be added to the cost of handling, all of which is entirely unnecessary.

It will not be necessary to go into details and furnish data in support of the allegation that through lack of a uniform practice among railways at large terminals much unnecessary switching labor is performed; that is generally admitted, and how could it be otherwise when there are no rules in force that are in any way binding on all alike? If we are to work for the common good, we must have a code of rules under which we can all live and work in harmony together, and with this end in view I herewith submit the following for your consideration.

A Committee appointed by the Central & Western Association of Car Service Officers to investigate the handling of empty foreign cars in large terminals convened in the meeting-room of the Terminal Association at St. Louis, April 21, pursuant to the call of the Chairman. Representatives from the general and local service of nearly all the lines having termini in St. Louis and East St. Louis were present; also many representatives from other lines. The Terminal Railroad Association was represented by Freight Agent Roerderer and Superintendent Dunlop. The Wiggins Ferry Company by General Freight Agent Baulch and Car Accountant Cally.

It is generally conceded that certain abuses exist in the

handling of foreign empty cars at large terminals, which are alike detrimental to the interests of those handling the cars, as well as to the owners of them. These abuses consist principally of unnecessary movements and delays. To handle an empty car twice in order to move it to an objective point, when once should suffice, is an unnecessary expense to the switching power, and the consequent delay, which must of necessity result, is a loss to the owner of the car, because he is deprived to the extent of the delay of the use of the car.

The above proposition was fully discussed, and all the points of issue raised carefully considered, the consensus of opinion of those present being that a remedy could be found for the difficulties complained of whereby the interests of all concerned would be the better conserved. It was decided that the rules adopted by the General Superintendents to govern the handling of foreign cars in Chicago, with such modifications as might be necessary to meet the difference in local conditions, would meet the requirements of the St. Louis and East St. Louis terminals, and the speaker was delegated to present the matter to the Central Association of Railroad Officers at its next meeting in St. Louis, explain the rules, and ask for your concurrence in them. The following declaration of principles to govern the handling of foreign cars in all sections of the country was recommended for general practice, to wit: Inasmuch as cars are branded with the names of the companies that own them, and the homeward direction for a car is always known, we will make it a practice

1st. To load foreign cars in the direction of home.

2d. If foreign cars can not be loaded in the direction of home, we will return them to the roads as originally received from per return cards on car. If no such cards are on car, we will investigate through the delivering road.

3d. When we can neither load a foreign car for home, nor deliver it to a connection for homeward movement, we will ask owners for disposition, and hold car until same is received.

The following rules for the government of the handling of foreign cars in Chicago were adopted by the General Superin-

tendents, and went into force November 1, 1896. These rules have been entirely satisfactory, and it was thought that with some modifications to meet the difference in local conditions they would fully meet the requirements of the St. Louis terminals. The rules are:

1. Empty cars belonging to roads terminating in St. Louis shall be returned direct to the owners. The initials of the cars shall be proof of ownership. No other marking or carding will be required or observed. Cars of various initials belonging to the same system shall be included in the above.

2. Cars belonging to roads that do not center in St. Louis, or East St. Louis, must be carded by the line making the loaded delivery, for return to them or for delivery to that road which is proper home route. A uniform card for this purpose should be used, and besides containing the initials of the road issuing the card, it should read "Return this car when empty to \_\_\_\_\_ R. R., or load it for home."

3. Empty cars delivered by one line to another in this district shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept of their return, unless existing conditions make this rule impracticable.

4. If the local representatives of the lines interested either in the Transportation or Mechanical Dep't fail to agree on the acceptance of an empty car, it must be held and reported for disposition to proper authority.

These rules, gentlemen, are now in your hands, and I think everyone is provided with a copy. They were adopted by the General Superintendents' Association of Chicago. The situation at that point is somewhat different from that of St. Louis. All belt lines and switching associations in the City of Chicago make and receive a charge for the movement of an empty car, consequently there is an incentive to be more careful about asking them to move empties than appears to be the case in the St. Louis and East St. Louis terminals where the switching companies do not derive any revenue from this business, but

notwithstanding that, the terminals at Chicago did exact a charge, and do now, of seventy-five cents per car for every empty that is taken from one road and delivered to another, where you have to use a belt line.

(Here Mr. Beecham cited several cases where cars had been "shuttle-cock" backwards and forwards between roads, previous to the adoption of the interchange rules, and also instances of where cars had been sent backwards and forwards between lines on account of defects, causing a needless expense of both switching power and the switching charge. Several instances were also cited of where cars were vexatiously delayed on account of the empty having to be returned to the owner by the route over which the load was taken, instead of being delivered to owner, or connecting line with owner, at nearest point, taking cars many miles more away from home road than they should be. Also increasing the chances of the car going astray because of being loaded, etc.)

Mr. Parker: Is it not intended that these rules should apply to the East St. Louis terminals, as well as the St. Louis terminals?

President: This matter is before the Association for whatever action they wish to take. I have thought that perhaps we might not be able to dispose of it today, and that it had better go to a Committee, but that a little discussion would be of benefit to that Committee.

Mr. Adams: I move that the words "East St. Louis" be inserted in the rules before we go further.

Seconded. Carried.

Mr. Rearden: Would it not be well to have the Secretary read the rules and then take them up separately?

(Secretary reads the proposed rules.)

President: I think it would be well, in view of the fact that some of the members would not be prepared to act for their company today, to allow the matter to pass to a Committee. We can discuss the matter after we appoint the Committee, and that will give the Committee the benefit of the discussion.

Mr. Perkins: There are a great many complications to come up in regard to this matter, and I move that it be referred to a Committee of three to report at our next meeting.

Seconded.

Mr. Rearden: It seems to me that we could get at this matter today in a fairly good way. I do not believe there are many gentlemen here today who are not prepared or authorized to act on the matter, and I doubt the advisability of indefinite delay by a Committee.

Mr. Beecham certainly has a good thing, and the point is well taken. He has a splendid subject, and it is known by every superintendent here today that cars are shifted back and forth indefinitely time and time again on the St. Louis and East St. Louis terminals unnecessarily.

I have had a great deal of correspondence with Mr. Beecham from time to time because of delays, etc., on St. Louis terminals, and after many delays I have replied to him that I had nothing to do with the cars, that they were in the hands of the terminal companies. He has cited any number of cases to me, and perhaps the terminal people can vouch for it. There ought to be an end to it, and I am willing to take all the cars that come in over our road any time from anyone.

I don't believe that there is a road in St. Louis but that would be glad to get their empty cars back without regard as to what road delivered them to the terminal companies, and believe that the terminal companies would jump at the chance to follow this practice, thus avoiding a great deal of unnecessary handling.

I believe that this is a matter entirely within the jurisdiction of the Superintendents of the lines at St. Louis and East St. Louis, and if the lines are in favor of the scheme, let us all say so, and then take up the rules and adopt them, afterwards making the alterations made necessary by the existing conditions.

President: We have only a little over a quorum present here today, and to be adopted will require unanimous action.

Mr. Rearden: A Committee would simply have to do what

we would have to do. Why not appoint a Committee of the whole, and let each man act. I believe that every one of us is chock-full of the facts in regard to the local situation.

Mr. Perkins: I thoroughly agree with everything that Mr. Rearden has said, and I do not think it at all a matter of our not being ready to act, if we had any definite plan to work upon, which a Committee could formulate.

In the first place the first rule covered here is now being carried out in St. Louis and East St. Louis, as far as practicable, but the trouble is that almost every one of our roads have no direct connections with each other. Probably the largest number of cars handled have to be gotten back and forth over the river, and even if only handled on one side of the river, have to go to the initial connections. The fact that there is no arrangement at St. Louis and East St. Louis to cover the empty movements makes it very difficult to get cars back to the home roads.

The only reason I suggested that it be referred to a Committee is that some scheme should be worked up to provide for the interchange movements of the cars. If we can get such a scheme mapped out today, I think we should act upon it, but I do not see how we are going to do it.

Mr. Adams: These rules are good ones. The expense and trouble we have had to contend with not only at St. Louis and East St. Louis, but at almost every other large terminal point, is, as stated by Mr. Beecham, a well known fact. I think Chicago was the worst terminal we had to deal with prior to the adoption of these rules, and I have to say that since they have been in operation there has been an enormous improvement. I am perfectly willing to vote for the adoption of these rules at St. Louis, and we have by common consent at St. Louis and East St. Louis carried out these rules to a great extent.

Now, in Chicago, if we give a car to the Belt, they take it because we pay for it, but at St. Louis, and East St. Louis, where we do not pay for the empty movements, I have never asked to have a car moved but that it was cheerfully done.

Now, would Messrs. Roederer and Baulch be willing to say

that if the Wabash, for example, should receive an M. & O. car on the Missouri River, and that car traveled east, they would accept that car at North St. Louis, or Ewing Avenue, for delivery to the M. & O. at East St. Louis?

Mr. Baulch: I should like to ask if it is not already understood here that that is the rule we are already acting on and have been right along?

Mr. Roederer: The only rule that we have is that previous information as to disposition be furnished; we wish to know what disposition you wish made of the car?

Mr. Adams: As far as the carding of cars is concerned, we have followed the custom at junction points, etc., and find that in many instances the cards are torn off. (Instances cited here by various Members.)

Mr. Baulch: My experience is that cars that are loaded for St. Louis and East St. Louis are not the cars that get into trouble. It is the cars belonging to lines foreign to St. Louis and East St. Louis. We are ready and willing at all times to take cars of local lines and deliver them to owners. It is not the local lines' cars that bother us, but those of foreign lines which are given to us, and which no road will receive from us. (A number of instances were given here, showing trouble of this kind, and action taken.)

General discussion by all present.

Mr. Dunlop: I consider the rules laid down here as very good, and would be appropriate with us, provided, however, the empties which have been referred to by Mr. Adams were provided with some sort of information covering their destination; for instance, if he would bring in an M. & O. car, he should provide us billing for the same, or some sort of information, asking that it be delivered to the M. & O. We do not hesitate to handle cars properly carded or billed, but do not think that such empties should be dumped into our yards to be held there until we can get disposition.

Here Mr. Beecham cited an instance of where a car loaded with barley was delivered via several intermediate lines to con-

signee, and when empty, instead of being delivered direct to owner, was compelled to be delivered to the last delivering road, and so on back to the original point of loading, necessitating additional switching and delay, etc.

\* \* \*

Considerable discussion was here indulged in by all present, and the matter discussed from its various standpoints.

President: Time is passing, gentlemen, and our time for adjourning will soon be here, and we have yet considerable business to come before us. There is a motion before the house that this subject be referred to a Committee of three, to take up and prepare for this Association such rules, framed from those submitted by Mr. Beecham, as will fit our conditions at St. Louis and East St. Louis. Are you ready for the question?

Mr. Adams: Before putting that motion, Mr. President, I wish that this Committee would consider in connection with this matter the present practice of various lines misappropriating stock cars at the National Yards at East St. Louis, and devise some plan to prevent the wholesale stealing that is going on there. It is the worst place in the country that I know of.

President: The Committee can handle this matter in connection with what is already proposed. As many as are in favor of the motion will signify by saying Aye. Carried.

I will appoint on that Committee Messrs. A. T. Perkins, C. B. Adams, and Edw. Dunlop.

Our Secretary will turn over to this Committee all papers we have on this subject, and the standard form switching card, which has been submitted as a sample. I would request that this Committee get together as quickly as possible, and formulate such Rules as are thought advisable, and submit same to our Secretary, who will prepare mimeograph copies and send out to each Member of the Association, calling attention to the same and requesting that they take the matter up with their superior officer, and be prepared at our next meeting to act on this subject. Our Secretary will also include in this request that any who may not be present at that meeting are requested

to send reply by mail, stating the position of their company in the matter.

Mr. Perkins: Before we take up the next subject, I wish to move that a vote of thanks be given to Mr. Beecham for bringing before us this subject.

Seconded. Carried.

President: Mr. W. A. Prall, Manager of the St. Louis Car Service Association, is with us today, and will favor us with a paper on the subject of Car Service in its relation to the East Side Lines, etc.

Mr. Prall: Mr. President and Gentlemen: The question of the extension of car service rules and regulations to East St. Louis has been recognized by you as being of the utmost importance to your individual roads, consequently much of your time and attention has been given to the end of obtaining possible unanimity of action on the part of all roads terminating on the east side of the river.

At your last meeting your Committee reported that if the Chicago & Alton and the Vandalia Railroads would withdraw their opposition, or if the Vandalia R. R. would agree to become a member of the St. Louis Car Service Association, all other roads at East St. Louis also becoming members, with the exception of the Chicago & Alton, the Chicago & Alton agreeing to live up to the rules, that then the agreement could be consummated, and the present unfortunate and detrimental condition of yards at East St. Louis would find its remedy.

As Manager of the St. Louis Car Service Association, I have used my utmost endeavors to make clear in the minds of such railroad representatives as I have had the pleasure of meeting the actual conditions surrounding car service methods.

In the beginning I found that our officials did not fully understand the scope of the agreement. They did not understand what was possible of attainment, or what was practical for the attainment of a car service association.

They did not in their own minds satisfactorily define what authority they desired to vest in their Manager, nor did they

fully understand how far the construing of the agreement by the Manager might interfere with the handling of equipment on their own lines by their transportation officials, and this indefiniteness upon their parts engendered opposition on the parts of the traffic officials, who were fearful that the proposed rules and regulations would interfere with their freight solicitors, and possibly decrease the tonnage for which they felt responsible.

If the individual roads had maintained proper regulations, in accord with their charter obligations, we would not have had the practice of warehousing of freights that prevailed in every large terminal, nor would the tender on the part of the traffic officials have been made, as towards the public, of warehouse privileges, with its additional responsibility to the railroads.

To the contrary, the lading would have been removed from the car promptly, and Car Service Associations would not have been proven necessary.

But common sense methods in regard to deliveries did not prevail in the '80s. Terminals had become blocked with loaded cars, and railroad officials were unable to obtain release of their equipment, and it is of the knowledge of every representative of a railroad at East St. Louis that they have had, and have now, standing in cars at their terminals, freight that should have been delivered to the consignee, with the consequent release of their road from responsibility, 30, 60, 90, 120, 150, and 200 days ago.

It is also of positive knowledge that the consignees, where personal request is made to them for assistance in relieving the yards, make all necessary promises, but fail in their fulfillment. The position assumed being, not that the railroad is actually conferring a favor, and is assisting them by relieving them of a part of their expenses in the transaction of their own business, but that the freight is so held by right, and where there is an impossibility of continuation they propose that the railroad should stand in the position of an apologist for its failure to increase the size of its terminals, with a consequent capacity for increased warehousing.

The question, therefore, for consideration is, how can such a practice be continued in the face of the present demonstration at St. Louis of possible benefits to be derived by a common-sense application of common-sense rules and regulations.

Must it not be from a lack of understanding on the part of some department as to what is for the benefit of their roads, and for the benefit of the commercial interests dependent upon their roads for transportation service?

It is a matter of knowledge of all railroad men that freights at times have to be carried for cost or less than cost in order to control a certain amount of lading moving in a direction opposite to the heavy movement of freight at particular seasons. That is, if there is a big surplusage of loaded cars moving to the east, it is the effort of the traffic department to obtain as much lading as possible for the west, even at a low rate, as the empty car must be moved back for additional lading.

This practice is recognized as a necessity; but is it not on the same principle as a "leader" in a commercial house? Granting that it is necessary to obtain a certain amount of tonnage in order to maintain the efficiency of the train crew and to move cars west, can not this practice be continued to an excess? And if the car, after arrival at destination, is held in the terminal loaded, does not the traffic department defeat the very object they desired (when they solicited this freight at low rates), in the tying up, not only of the equipment, but of the service at the terminal at which the equipment is held?

And I desire in this connection to request consideration to the fact that by the solicitation, obtaining, and carriage of more than a certain amount of low-grade freights the traffic departments are also defeating their own enunciated principles, and thereby injuring the efficiency of their own departments.

Certain low-grade freight is desirable in order to keep the wheels moving, but where its tonnage is in excess of the amount absolutely necessary to keep the service in proper condition, if obtained at the expense of high-grade freight, it swells the tonnage report at the expense of the net earnings.

I appreciate that much of the low-grade freight, in its net returns to the railroad, taking into consideration everything pertaining to its carriage, is as beneficial as the highest grade freight transported; but in the above I am referring to a class of freight which the traffic department solicits, "because almost every dollar received for same is a practical gain to the revenues," as it is only transported in the direction of the ordinary "empty car haul," and it is this class of freight that blocks the terminals and forces upon the railroad poor and improper service.

It is a fact that it is this freight that has stood in the way of proper development and extension of car service rules. The traffic department, when in opposition, having assumed that it is absolutely necessary to protect their patrons by an agreement to hold for a market and distribute for the convenience of said patrons.

Why should a General Manager of a railroad, recognizing the benefits from car service organizations, and who will admit that car service associations on practical lines and practically applied (in some cases theoretically applied) are proper and would be for their interest, decline to participate?

Is it not "because of the opposition of their traffic departments?"

Is it not "because the authority to become a member of a car service association is not vested in their operating departments?"

Is it not "because of the statements made either by them or their subordinates that 'they can obtain or do obtain the positive release of their car when they desire said release?'"

Is it not "because they do not believe that car service is impartially collected and retained in the treasury of the road collecting?"

Is it not "because *they* would live up to the car service agreement, and would retain the money in *their* treasury," but they "doubt their competitors?"

Are not the above reasons invariably in evidence when

solicitation is made to them to join in a car service association. And are any of the above valid excuses for their failure to adopt rules and regulations that practically places the entire public upon the same plane?

Are the above reasons legitimate, and a proper defense for any railroad, if they are held to an accountability by the power that gives them life?

Are they honest and true?

*These* are questions for consideration by every General Manager desirous of reaping the benefits of a proper car service association at East St. Louis, and who is losing for his road thousands of dollars every year on account of the failure of some few of his compeers to thoroughly understand their mutual obligations.

Opposition to car service association methods boiled down is invariably the opposition of certain roads who propose protecting certain of their interests, not always at the point of destination, but more often at the initial point of the lading.

The opposition to the extension of car service to East St. Louis *is not at East St. Louis*; it is many hundreds of miles east of East St. Louis, and the opposition is not from the transportation departments, who are responsible for the proper movement of freights, but it is from the traffic departments, who fail to understand the new obligations and new definitions of obligations that are in the air, and which must be thoroughly understood if their roads' interests are to be conserved.

The whole opposition is in fact from a misunderstanding of possibilities and of actual necessities.

Look over the entire field of railroading. See how it advances year by year with its additional responsibilities, necessitating on the part of those in authority an understanding of the new methods and the new ideas continually advanced by energetic competitors.

Why is it that the young man is becoming so prominent? Is it not because the old becomes too conservative, and because today the development of ideas is so rapid that the man who

attempts to do business on the principles laid down five years ago has already become driftwood on the streams of commerce?

Is not the success of the railroads today entirely dependent upon the facility with which they can meet changeable conditions? And can a railroad dictate to the commercial bodies of the country how they shall transact their business any more than a government can dictate to a people as to the value of the currency their business shall be transacted in?

The laws of trade are the laws of necessity, and any practice of any participant in trade must be in harmony with the demands of said trade, and today it is thoroughly understood by all commercial bodies that the greatest good to be had through the railroads is prompt movement, good service, and equitable and impartial rates, and when the railroads, as they have done, find it necessary to curtail the possibilities of the cutting of a freight rate by becoming a party to a pass agreement, how can they be excused for their failure to insist upon harmonious, equitable, reasonable, and impartial rules for the unloading of the lading upon its arrival at destination?

Is the traffic department sincere that agrees with its neighbor as to proper rules and regulations in the application of its joint rates, and refuses to close the door for the warehousing of freights upon arrival at destination?

Is not this tender of the warehousing of freight a prolific source of evil, and does it not necessitate additional investment of moneys by the roads and a consequent increase in the fixed charges at the public expense?

Why should not the matter be thoroughly understood and thoroughly ventilated, to the end that every department of a road be held to its proper accountability?

When it is demonstrated, as it has been at St. Louis, that the impartial treatment of a community results in a decrease of the actual expenditures of money by the railroads in the handling of their cars, said decrease being in the neighborhood of  $33\frac{1}{3}$  percent, and when additionally it is shown in the decrease of expenses to the commercial houses of the community served,

is it not about time that all traffic departments should understand the benefits possible to be derived for their roads, to the end that they should cease from opposition and become, as they should become, warmer advocates of car service than the transportation officials?

There is a fallacy in the statement so often made that a car service association is a transportation association. A car service association is only a transportation association to the same extent that a local agent is a transportation official.

A car service association benefits the traffic department fully as much if not more than it does the transportation department. In fact, when it is possible to figure it down into dollars and cents, so that everything that pertains to it will be thoroughly understood, I think the greatest benefit will be to the traffic department, who is responsible, or should be, for the net return from the service; but the benefit is to every department—to the transportation and traffic departments in decreased expense per ton; to the land and building department in decreased investment; the treasury department in close collections; the car department in an immense decrease in the cost of the maintenance of cars; the track department in a decrease in the cost of the maintenance of tracks, and, in fact, there is no department but what can show an actual decrease in expense per car or expense per ton, wherever a car service association has attained efficiency.

Mr. Adams: I move that a vote of thanks be extended to Mr. Prall for his very able paper, and that it be included in our minutes.

Seconded. Carried.

President: We have with us today Mr. J. G. Hartigan, Ass't Gen'l Superintendent of the Illinois Central, from whom we would be glad to have a few words.

Mr. Hartigan: You will have to excuse me, gentlemen, until I get better acquainted. I haven't given the Central Association very much attention, not having been interested at St. Louis or East St. Louis. I wish to make a few remarks for the

benefit of the Committee you are about to appoint on the subject which Mr. Beecham has so ably presented, in regard to delivery of foreign cars, and will say that since it has been in operation in Chicago, so far as the Illinois Central is concerned, it has given entire satisfaction, and I am of the opinion from what I have heard here today that it will work equally as satisfactorily at St. Louis and East St. Louis. However, the conditions may here be somewhat different, but I am not entirely familiar with them and I think that the arrangement of referring the matter to a Committee familiar with the conditions of things is a good one. You will have to excuse me from saying more today, and I will be glad to meet with you in the future, if opportunity affords, and become better acquainted.

#### **New Business.**

President: Has any Member anything to suggest or bring before this meeting for the good of the Association?

It should be borne in mind that the interest in and success of our Association will be in a direct ratio to the interest developed and maintained by its Members.

For your information I wish to say that Mr. H. I. Miller, Superintendent of the Vandalia Line, to whom was assigned the subject "Safety Appliances," on which to prepare a paper for the Annual Meeting, has notified me that for good reasons it will be impossible for him to prepare that paper, and therefore it has been assigned to Mr. J. A. Carney, Master Mechanic C. B. & Q. R. R.

If there is nothing more to come before us a motion to adjourn is in order.

Upon motion here the meeting adjourned, 12:45 p. m.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.







CENTRAL  
ASSOCIATION  
of  
RAILROAD  
OFFICERS  
Proceedings

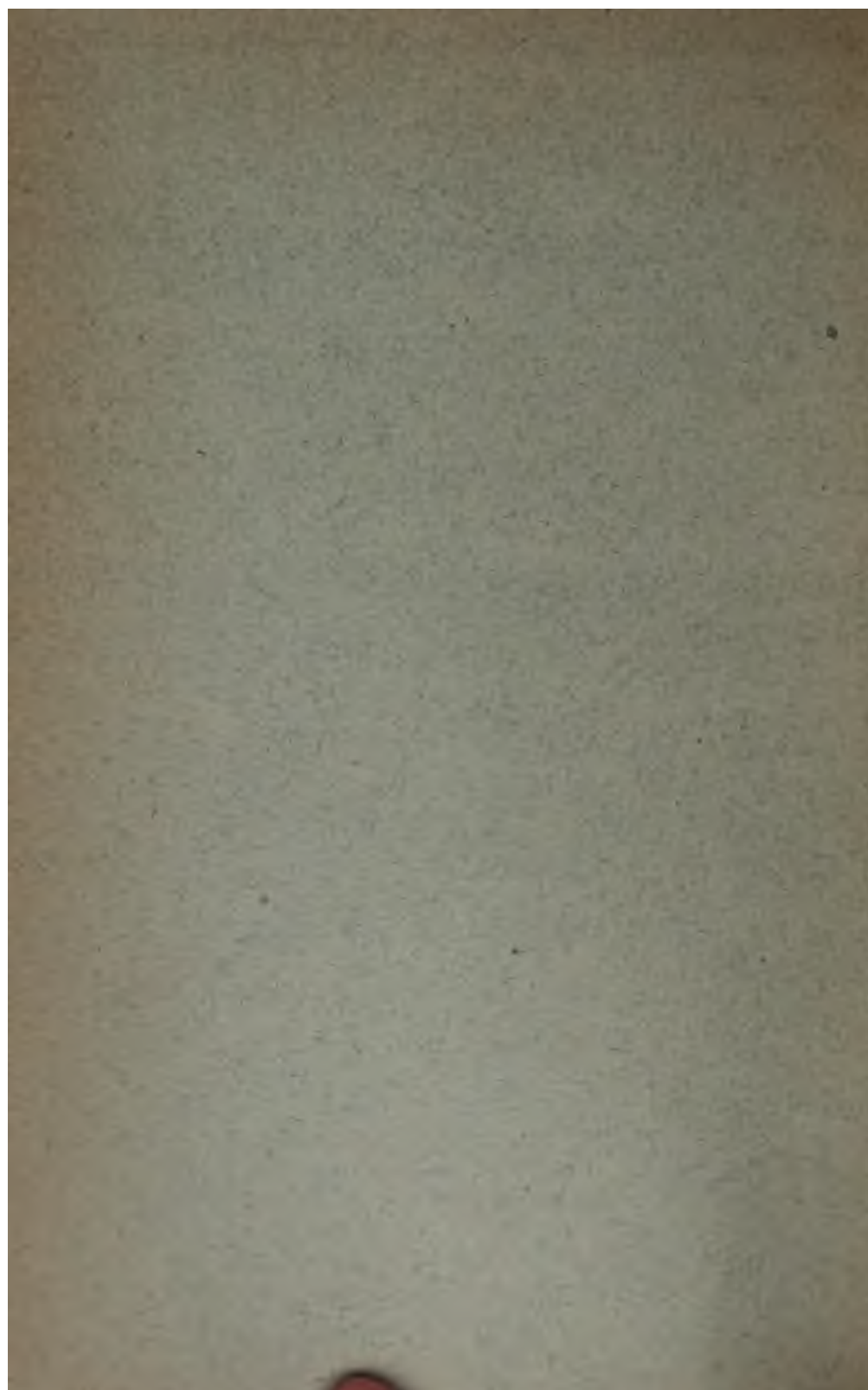


JUNE

CINCINNATI DIVISION	§	TOLEDO DIVISION
INDIANAPOLIS DIVISION	§	PEORIA DIVISION
COLUMBUS DIVISION	§	ST LOUIS DIVISION

1897

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CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



CINCINNATI DIVISION . . . . .	June 8th.
INDIANAPOLIS DIVISION . . . . .	June 12th.
COLUMBUS DIVISION . . . . .	June 16th.
TOLEDO DIVISION . . . . .	June 14th.
PEORIA DIVISION . . . . .	June 8th.
ST. LOUIS DIVISION . . . . .	June 11th.



1897.

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## CINCINNATI DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, June 8, 1897.**

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Meeting called to order at 11.15 a. m., with Vice-President  
Lewis in the chair.

The following lines were represented:

C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “	....MR. B. F. SIPP.....	Supt.
“ “	....MR. F. M. LAWLER .....	M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“ “	.....MR. C. A. DAVIES.....	Supt.
“ “	.....MR. WILLIAM ADAIR .....	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
C. & O. Ry.....	MR. GEO. W. LEWIS .....	Supt.
P. C. C. & St. L. Ry...	MR. RALPH PETERS .....	Supt.

On motion, the reading of the minutes of the last meeting  
was dispensed with.

**Report of Special Committee on Alleged Diversion of Freight.**

Committee reported as follows:

Cincinnati, Ohio, May 26, 1897.

Central Association of Railroad Officers,  
Cincinnati Division.

Gentlemen: Your Committee appointed to decide as to the alleged diversion of C. N. O. & T. P. car 3436 from the C. H. & D. Ry. to the P. C. C. & St. L. Ry., beg to report that according to the records of the C. H. & D. Ry., as set forth in Mr. Percy's letter of November 13, 1896, the car bore no defects which would make it unsafe to run, nor was the car carded with a "refuse" card, which would call the attention of the Cincinnati Southern, or any other line, to the fact that the car must not be diverted. It appears that the car was never delivered to the C. H. & D. Ry., and considering the foregoing facts and that the Cincinnati Southern had positive instructions from shippers that the freight contained in the car must not be transferred, they were not at fault in delivering this car to the P. C. C. & St. L. Ry., nor was the P. C. C. & St. L. Ry. at fault for receiving it.

As regards C. N. O. & T. P. car 3203, also included in the attached papers, in our opinion the same circumstances apply, and there is no reason why the Cincinnati Southern should deliver two cars for each of those alleged to have been diverted.

Very respectfully submitted,

BRENT ARNOLD,

C. H. HOWARD,

GEO. W. LEWIS,

Committee.

On motion the report was received and approved.

**Presentation of Paper on Subject of "Discipline."**

On motion Committee was granted further time.

**Presentation of Paper on Subject of "Locating Steps and Handholds, and the Practice of Carrying and Using Pushpoles upon Switch Engines."**

On motion Committee was granted further time.

**Report of Letter Ballot on Missing Material on Cars Delivered to Owners.**

Vote upon the above subject stood as follows:

<i>Aye.</i>	<i>No.</i>
B. & O. S-W. Ry.	P. C. C. & St. L. Ry.
C. H. & D. Ry.	C. & O. Ry.
C. C. C. & St. L. Ry.	
C. N. O. & T. P. Ry.	
L. & N. R. R.	

After a full discussion upon the matter it was moved and carried "that the votes of the P. C. C. & St. L. Ry. and C. & O. Ry. be returned with the request that the above lines reconsider their vote, and that the matter be taken up at the next regular meeting of the Association."

**Report of Special Committee on Rules of Handling Light or Dead Engines.**

Committee reported as follows:

Cincinnati, Ohio, June 4, 1897.

Mr. P. Leeds,

President Central Ass'n of R. R. Officers, Cincinnati Div.

Dear Sir: Your Committee appointed to investigate and report upon the formulating of rules to be considered and adopted by the members of this Association, governing the handling of light or dead engines, beg leave to respectfully submit the following as their report:

**Receiving Carload Freight on Public Sidings after 12:30 p. m.  
on Saturdays.**

The following resolution was received from the Cincinnati Local Freight Agents' Association:

Resolved, that this Association recommend to the Central Association of Railroad Officers that agents be permitted to receive carload freight in yards after 12:30 p. m. on Saturdays, provided it is loaded by consignors and billing received before that time, as some lines in Cincinnati are doing this to the detriment of others.

It was moved and carried "that the recommendation of the Cincinnati Local Freight Agents' Association be approved."

**Annual Meeting of the Central Association of Railroad Officers  
to be held at Detroit, July 20 and 21.**

A Committee of three was appointed to arrange transportation for the members of this Division and their families.

The Chair appointed Mr. Galloway, Chairman, Mr. Peters, and Mr. Fetter.

Application for membership in the Central Association of Railroad Officers of the Kansas City Association was presented, and it was moved and carried "that this Division approve of admission of the Kansas City Association into the Central Association of Railroad Officers, and extend to them a hearty welcome."

The name of Mr. M. B. Schaff, Trainmaster, Cincinnati Division C. C. C. & St. L. Ry., was presented for membership and was duly elected.

No further business appearing, on motion, duly seconded, meeting adjourned at 12:03 p. m.

O. W. LEWIS,  
Vice-President.

O. G. FETTER,  
Secretary.

PROPOSED RULES GOVERNING THE MOVEMENTS OF LIGHT  
OR DEAD ENGINES.

1st. Light engines should always be moved under steam when it is at all possible. Dead engines, or those disabled so that they can not be moved under steam, should be towed in freight trains with the valve-stem disconnected and the main rod taken down, and should have both side rods on, and run at a speed of not exceeding 25 miles per hour, and must not be placed more than ten car lengths from the head of the train.

2d. Where it is impossible to have side rods on, the speed should not exceed twenty miles per hour, this to include cases where only one pair of side rods have been removed.

3d. When engines without leading trucks are run light under steam, the speed should not exceed twenty miles per hour. This includes all classes of shifting engines.

4th. When occasion requires it, it is perfectly safe to run engines without leading trucks under steam, provided they are placed as the second engine in a double header, but in such cases they must not exceed a speed of 25 miles per hour, and such engines must never be run as the first engine in a double header.

5th. Dead engines must always be accompanied by some competent person.

Respectfully submitted,

RALPH PETERS,  
R. B. TURNER.

Committee.

It was moved and carried "that this report be received, spread upon the minutes, and that the members of the Association come prepared to act upon same at the next regular meeting

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It was moved and carried "that the recommendation of the Cincinnati Local Freight Agents' Association be approved."

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The name of Mr. M. B. Schaff, Trainmaster, Cincinnati Division C. C. C. & St. L. Ry., was presented for membership and duly elected.

No further business appearing, on motion, duly seconded, meeting adjourned at 12:03 p. m.

GEO. W. LEWIS,  
Vice-President.

O. G. FETTER,  
Secretary.

## INDIANAPOLIS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station June, 12, 1897.

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The following lines were represented:

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. C. C. & St. L. Ry...	F. G. DARLINGTON...	Superintendent.
“ “	...Wm. SWANSTON.....	Master Mech.
P. & E. Ry.....	J. W. RILEY.....	Superintendent.
L. E. & W. Ry.....	H. F. BICKELL.....	Ass't Gen'l Supt.
“ “	.....S. R. KRAMER.....	Superintendent.
“ “	.....M. P. DENISTON.....	Trainmaster.
“ “	.....I. W. KURTZ .....	Division M. M.
L. N. A. & C. Ry.....	A. J. O'REILLY.....	Gen'l Agent.
I. U. Ry.....	A. A. ZION.....	Superintendent.

VISITORS: J. H. McAlpin, Chief Train Dispatcher P. C. C. & St. L. Ry.; J. F. Noland, Yardmaster P. C. C. & St. L. Ry.; Hugh Reynolds, Yardmaster P. C. C. & St. L. Ry.; L. F. Loree, Eng'r Maintenance of Way P. C. C. & St. L.; John Pontius, Road Foreman of Engines P. C. C. & St. L. Ry.

The meeting was called to order by the President, G. W. Bender, at 10:30 a. m.

The records of the last meeting were approved as printed.

### **Unfinished Business.**

Owing to absence of Mr. Lindley the discussion of his paper on Long Runs for Engines was again postponed until the July meeting.

The communication from the Car Inspectors' Association recommending certain modifications in the M. C. B. Rules having been received too late for action by this Association, the paper was not referred to the M. C. B. Association, but was on motion laid on the table for the present.

The Secretary stated that he had again failed to receive the minutes of the car men's meeting, held on the last Saturday in May. The Secretary was requested to take the matter up with the President of that Association and ascertain cause of the delay.

### **New Business.**

A communication was read in which the Superintendents' Association of Kansas City made application for membership in the Central Association of Railroad Officers. On motion, Kansas City was unanimously elected a member.

Papers received from Secretary O. G. Fetter were read in relation to practice of cleaning empty stock cars before delivery to connections.

After hearing from all lines represented, it was found that the receiving road did not require the delivering road to clean the cars. This, however, is independent of the practice of Indianapolis Union Stock Yards Company, which cleans and disinfects all cars before loading with export shipments.

A letter from Mr. Fetter was read, outlining the arrangements, etc., for the accommodation of members who will attend the Annual Meeting to be held in Detroit July 20 and 21.

The Secretary was directed to advise all members of such arrangements and ascertain as to the probable attendance from the Indianapolis Division, route over which they desired to go, etc., and report at the July meeting.

Meeting adjourned at 11:15 a. m.

G. W. BENDER,  
President.

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building June 16, 1897.

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President Connors in the chair.

The following lines were represented:

B. & O. R. R.....	MR. J. H. GLOVER.
	MR. J. F. IRWIN.
	MR. J. M. HOST.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
	MR. T. R. LIMER.
	MR. R. S. QUIGLEY.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
	MR. J. C. NELSON.
C. A. & C. Ry. ....	MR. J. J. HENRY.
C. S. & H. R. R.....	MR. C. L. GARDNER.
P. C. C. & St. L. Ry.....	MR. F. G. DARLINGTON.
	MR. R. E. McCARTY.
	MR. J. W. ANSEL.
	MR. E. MORRELL.
T. & O. C. Ry.....	MR. T. F. WHITTELEY.
	MR. H. C. FERRIS.
Z. & O. R. R. R.....	MR. J. S. GILLESPIE.

The reading of the printed minutes of the previous meeting was dispensed with.

The Secretary read the resolution passed by the Local Freight Agents' Association, which was submitted by this As-

sociation to the roads having terminals at Columbus for a letter ballot, and which reads as follows:

Resolved, That the Secretary be requested to take up with the Columbus Division of the Central Association of Railroad Officers one of the exceptions to the reconsignment charge rule, which reads: "On cars held for freight charges no charge will be made," and ask that they be relieved from this exception, allowing such cars to be placed and the charge made providing the original placing be not acceptable to consignee.

Mr. Glover: As the B. & O. is the only negative road, it is still the desire that the resolution be approved by the Association, the B. & O. will withdraw its objection.

Mr. Gardner: I move that the Secretary of the Local Freight Agents' Association be notified of the action of the Association on this resolution.

Seconded and carried.

In the matter of mileage on coaches loaned to other roads, rental charge for parlor cars, etc., the Secretary reported that as directed at the May meeting he had written to the road members of this Association, for the purpose of getting a letter ballot on the recommendations of the Committee, as follows:

That the resolution adopted by this Division at its meeting on December 19, 1889, be applied.

That the rental price for parlor cars loaned be made at the rate of \$10.00 per day, including linen, and where service porter is required an extra charge covering his salary be added.

That when it is necessary to haul borrowed coaches over an intermediate line in order to deliver them to the borrower, switched by an intermediate line within yard limits, they be subject to arrangements made between the parties interested.

(It was explained by the chairman that when this question was brought up two or three months before it had been account of a lack of uniformity among the roads, especially with respect to the charge for deadheading coaches to a connection. A Committee was appointed to investigate the practice of the different roads and submit a uniform plan; and in looking

matter up the Committee found an old resolution passed by this Association in 1889, covering the rental of passenger cars, and providing that when cars are hauled empty for the borrowing road that road shall pay the usual mileage charges one way in addition to the per diem rental; that is, 3c. a mile for coaches, and a cent and a half for baggage cars; but in this respect the resolution was not being followed by all the roads, and therefore they were all asked to vote on the matter.)

The Secretary reported that replies had not been received from all the roads; those that had been received were as follows:

C. H. V. & T. Ry. in favor of all recommendations.

T. & O. C. Ry. in favor of all recommendations.

C. A. & C. Ry. in favor of all recommendations.

P. C. C. & St. L. Ry. and C. & M. V. Ry. in favor of recommendation for parlor car rental and charge for hauling over intermediate line, but would not vote to change present practice of charging 6c. a mile for deadheading coaches to a connection.

C. S. & H. R. R. would not vote to change its practice of charging 5c. a mile for deadheading coaches to a connection; said nothing about other recommendations.

N. & W. reported that it was governed by American Railway Association rule.

C. H. & D. Ry. replied that in the opinion of its officers this was a matter to be settled by the American Railway Association, and not by a local association.

Mr. Whittelsey: It seems to me that since we are all supposed to be governed in a measure by the American Railway Association, we would take its resolutions and use them in so far as we can, modifying them according to our necessities. I think our present resolution ought to be amended; I do not think it covers the ground.

It appears to me that by a little effort we can, in trying to adapt ourselves to the American Railway Association rules, pass a resolution here which will not only include the practice of that Association, but also such conditions as we may want to

use locally. Now, at Toledo it is the practice for borrowing roads to sweep out the coaches before they are returned.

Mr. Morrell: May I ask if you mean that the coaches are all cleaned before they are returned by the borrowing road?

Mr. Whittelsey: No, sir; they don't go so far as to clean them thoroughly; they simply sweep out the paper, penn shells, and so on. I do not think it would be a bad idea to have a Committee appointed to frame resolutions covering all these points.

Chairman: It is my recollection that the American Railway Association fixes the rental price at \$5.00 per day for coaches and \$3.00 for baggage cars, with a mileage charge of 3c. for coaches, and 1½c. for baggage cars.

Mr. Limer: The American Railway Association rule provides, as you say, \$5.00 per day for coaches and \$3.00 for baggage cars, but in that rule it doesn't touch on the question of mileage; that is left to local arrangements between the parties interested. This is what the Committee was appointed for, to take up the matter and see if the roads could not agree upon some uniform price. The replies so far received correspond to just what has been the rate, and there is a diversity of opinion as to what should be charged. Of course, if there is any further work for the Committee, it can be continued.

Mr. Glover: I move that the Committee be continued and be instructed to formulate a set of rules to be submitted to the Association for adoption if thought best; these rules not only to cover mileage charge for delivery to connecting roads, but also over intermediate roads, and the condition of coaches when delivered.

Seconded by Mr. Whittelsey.

Chairman: To get the matter before the Association, is it your understanding, Mr. Glover, that if we deliver a coach to the C. A. & C. here it would be our duty under your suggested rule to make such delivery free to that road, there being a trackage charge of 50c. for the use of the Pan Handle track intervening?

Mr. Glover: My idea was that the rules adopted should specify a charge per mile for hauling cars deadhead for delivery. For instance, if the Z. & O. R. road lends coaches to the Hocking Valley, what mileage should be charged, both on the Z. & O. R. and on the B. & O., for hauling them from the Z. & O. R. to Columbus?

Question put by the chairman and carried.

The Secretary read a copy of letter, dated May 21, which had been sent to the various roads, members of this Association, by the President, on the suggestion of one of the members, as follows:

Dear Sir: It has been suggested by a road, member of the Association, that Chief Joint Inspector John Doyle, stationed at Columbus, should be sent to the Master Car Builders' Association meeting, to be held at Old Point Comfort on June 8. Will you please see whether or not your company votes in favor of sending him, his expenses to be borne by the Columbus Division of the Central Association of R. R. Officers? This action has been taken by other Divisions of the Central Association. Kindly favor me with a prompt reply.

Yours truly,

(Signed) M. S. CONNORS,  
President.

The following is a synopsis of the replies received:

B. Z. & C. Ry. votes No.

C. S. & H. R. R. votes Yes.

C. C. C. & St. L. Ry. votes Yes.

C. & M. V. Ry. does not think it advisable, as companies will have their own representatives.

C. H. & D. Ry. not voting, account not bearing any part of expense of Columbus Division.

C. A. & C. Ry. votes Yes.

C. & O. Ry. votes Yes.

N. & W. Ry. votes No, unless majority are in favor.

Ohio Southern R. R. votes No, as company expects to send its own representative.

P. C. C. & St. L. Ry. votes Yes.

T. & O. C. Ry. votes Yes.

Z. & O. R. R. votes Yes.

Chairman: On the strength of the vote taken I authorized Mr. Doyle to attend the convention. This action was taken out of session, and I would be glad to have it approved by the Association.

Mr. Darlington: I move that the action of the President in sending Mr. Doyle to the M. C. B. Convention be approved.

Mr. Host: Second the motion.

Carried.

The minutes of the meetings of the Yardmasters' Association, held May 17 and June 7, were read by the Secretary, also the following letter from the Secretary of the Yardmasters' Association:

Columbus, Ohio, May 21, 1897.

Mr. J. H. Schwartz,

Secretary Central Ass'n R. R. Officers.

Dear Sir: On May 8 the Big Four delivered to the Pan Handle east I. C. car 13881, loaded with wheel-barrows, and on May 16 the C. H. V. & T. delivered same line P. R. R. 41471 loaded with apples for Dayton. Cars were short the necessary cards to switch by, and caused considerable extra work and delay in handling them. Will you kindly take these cases up separately and have all cars carded as per your standard rule now in effect, to assist us in keeping cars moving to their respective destinations?

Yours truly,

(Signed) J. P. ESSEX,

Secretary.

Chairman: Gentlemen, you have heard the reading of the minutes of the Yardmasters' Association and the letter from the Secretary of that Association to this Association. What is your pleasure?

Mr. Whittelsey: I move that they be received and filed.

Mr. English: I do not see why the irregularities should not be adjusted by the Yardmasters.

Mr. Whittelsey: The idea is that we may know about these irregularities.

Chairman: There is a question left open here. The rules of this Association cover the carding of cars, and state what is necessary. I do not know that every effort has been made on the part of the Yardmasters to correct these irregularities. I do not think this Association is interested until they have used every effort. Of course such things come to us through the minutes of their meetings, but I do not think they should call upon us to correct these things until they have done all they can themselves. Is there a second to Mr. Whittelsey's motion?

Mr. Host: I second the motion, with the addition that we acknowledge receipt of the letter, and say that until they find they can not adjust their difficulties among themselves they should not refer them to this Association for action.

Amended motion put by Chairman and carried.

The Secretary presented a letter from the Secretary of the Central Association, referring an application from the Association of Superintendents of Kansas City Railways for admission to membership in the Central Association of Railroad Officers.

Mr. Whittelsey: I move that the Secretary be instructed to reply to the Secretary of the Central Association that this Division is in favor of the admission of the Kansas City Association to membership, and add the suggestion, that it be not lost sight of, that it is necessary to have the meetings at such time in the month as will not delay the printing of the proceedings of all Divisions.

Seconded by Mr. Glover and carried.

The following letters were presented by the Secretary:

Cincinnati, Ohio, May 12, 1897.

To all Division Secretaries,

Central Ass'n of R. R. Officers.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held May 11, 1897, correspondence was presented, copy of which I herewith attach. After discussion it was moved and carried that the Secretary correspond with the other Divisions in line with the letter presented, relative to cleaning of stock cars before delivery, with a view of obtaining practice at other points covered by the Central Association of Railroad Officers. Kindly present the matter to your Division and advise.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, May 11, 1897.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: One of our Cincinnati connections has refused to accept empty stock cars on their return (having previously gone east under load) without said cars being cleaned.

Our management is not aware of this being customary at other terminals, and desires me to present the matter to the Association for information whether such a rule is in force elsewhere, and for an expression of opinion as to its fairness.

Yours truly,

(Signed) GEO. W. LEWIS,

Superintendent.

Mr. Whittelsey: To get the matter before the house I will move that it is the sense of this Association that stock cars be cleaned before they are returned to the delivering road.

Mr. Gardner: I second the motion.

Mr. Host: The only time any exception is taken is when cars are not in condition to load. It is very seldom that stock cars are cleaned, but sometimes they come to us filthy. We have had a few cars delivered to us loaded with cabbage, which were not in fit condition for stock.

Mr. Darlington: What kind of stock? Cabbages would not hurt hogs.

Mr. Host: That is a question we have had up.

Mr. Darlington: This same case came up before the Indianapolis Association, and we concluded to let it alone. As a general thing, when a man wants a stock car he will be glad to clean it. It is a local question at Cincinnati, and we did not know the local conditions there.

Mr. Glover: I think it is a delicate question to pass that resolution. Would it not have some effect upon claims, etc., if we would require that stock cars be cleaned before delivery? To what extent must they be cleaned? I think it would be well to let the matter rest where it is as a local matter.

Mr. Whittelsey: The matter came up before the Toledo Association on Monday, and they passed a resolution, as covering the practice there, that stock cars should be cleaned at point of unloading. The matter came up originally at Toledo by the Clover Leaf issuing a notice to its connections at Toledo that it would not receive back dirty stock cars. The northern trunk lines clean their cars where the stock is unloaded. It is a requirement of the United States government to guard against infection.

Mr. Darlington: That applies to export stock only, and they are very strict about it.

Mr. Whittelsey: As a matter of fact, the Lake Shore cleans the cars and sends them back clean.

Chairman: It is a question that will sooner or later confront us in another way. The health boards of the different cities are taking up this question, and if you meet it in advance of any action they may take you are just that much ahead of them.

Mr. Whittelsey: The Lake Shore failed to clean some cars

at Buffalo, and they were brought back to Toledo and unloaded in a bayou. The city government required that the bayou be filled with dirt to cover up the stuff, and it cost the company a large sum of money.

Mr. English: The case Mr. Lewis refers to emanated with the Illinois Central. They delivered some stock to the Big Four at Chicago, which was in turn delivered to the C. & O. for export. The Illinois Central refused to receive dirty cars back from the Big Four, who in turn refused them from the C. & O. It is a serious question, and one that I think it would be well for us to let alone.

Mr. Limer: That question came up in the Car Accountants' Association in Chicago, and it developed that all roads in Chicago clean their own stock cars, that is, the stock cars in their possession. The same thing is done at Buffalo and Cleveland.

Mr. English: It strikes me we are incurring expense that the farmer and gardener have taken care of heretofore. They want the stuff for fertilizing purposes, while it is costing us money to get rid of it.

Mr. Whittelsey: What is valuable in one case may not be in another.

Mr. Glover: When through shipments of stock are made from points west for the east, the cars are cleaned by the B. & O. out on the road and sent into Chicago in clean condition; but take the cars loaded at local stations, I think the parties loading the stock are generally glad to clean the cars.

Mr. Nelson: I notice that the maintenance of way department is frequently called upon to haul away the refuse.

Chairman: All that Mr. Whittelsey raises in his motion is that stock cars should be cleaned where unloaded. He does not indicate who shall clean the cars, whether it should be the party who is unloading the stock, or the railroad company, or some one who may want the refuse. I think the motion is entirely in order, and the suggestion a very good one. As I said, it is only a question of a short time when you will have to meet

it with the boards of health of the different communities. It might be well to wait until the question is brought up, although I don't believe in doing that under these circumstances. We have not as yet touched upon the question as to whether it is the custom at Columbus. If this can be covered in the same motion, I would like to put them both as one.

Mr. Darlington: I would like to suggest that we simply deal with the answer and not pass upon the question; that we advise Mr. Lewis as to the practice here, and not say as to whether we think it is fair. Then we would not involve ourselves in any large question, which would possibly have to be taken up by the general officers of the different roads before being disposed of.

Mr. Whittelsey: I think it would be entirely proper for us to meet both parts of the question; the ranking association is bound to get a great many questions from the lower associations like this.

Chairman: Is this not a transportation question?

Mr. Darlington: If the question became one of cars, the freight department would have a great deal to say as to whether we would refuse cars or not. They would probably bring pressure to bear to get the cars, dirty or clean.

Chairman: To get at the practice at Columbus I will ask the gentlemen to give me the custom on their roads.

Mr. Henry: We have not been in the habit of cleaning them on the C. A. & C. We do very little business of that kind; we are generally originators of stock.

Mr. Gillespie: We have nothing but local shipments, and the shippers are only too glad to clean the cars we give them.

Mr. Glover: As I understand it, this applies to cars delivered to connecting roads. We deliver very few stock cars to connecting roads. The cars that come to us are not cleaned that I know of.

Mr. Whittelsey: I can not state positively, but I think not.

Mr. Darlington: The practice varies at different terminals. In most cases we clean; only we deliver very few cars to other

lines. We clean the cars before we send them to the Indianapolis stockyards, or have them cleaned. The stockyards is an institution by itself under a separate management, and that is one of its rules.

Mr. Ansel: We do not clean them at Columbus.

Chairman: Mr. Darlington, would it not be better if they were cleaned where unloaded?

Mr. Darlington: The bulk of them are, but we sometimes get a trainload dirty, and we simply clean them; we don't stop to investigate.

Mr. Glover: If you were going to deliver cars to a connecting road to load for your line, would you clean them?

Mr. Darlington: I do not know of an actual case.

Mr. English: We do not do any cleaning of stock cars, and don't have any great trouble about getting them clean. Nearly all our stock business is handled at Cincinnati in the stockyards there. We do not have any trouble with our connections about receiving or delivering cars. In local shipments shippers clean the cars if necessary. It seems to me that if we adopt a resolution at this meeting not to receive cars at junction points until cleaned, it will cause us a great deal of trouble or annoyance in sending back stock cars; they are all more or less dirty. I would recommend that the cars be cleaned where unloaded and not delayed in transit to be cleaned.

Mr. Gardner: We do not clean them on the C. S. & H. If we get cars from the Pan Handle or Big Four I do not know whether they clean them or not; they have always been in satisfactory condition for us.

Mr. Host: In the case of a car that has been loaded for a short haul, when it comes to be reloaded the bedding is just right for the second shipper. He doesn't want it cleaned out.

Mr. McCarty: Our cattle cars are cleaned at East Liberty and loaded back with coal.

Mr. Whittelsey: With the consent of my second, I will change the motion. I move that it is the sense of this Association that it is not the practice to clean stock cars before return-

ing them to the delivering road, but in the opinion of the Association stock cars should be cleaned at the unloading point.

Mr. Gardner: I will second the motion as changed.

Motion carried.

The following letters, transmitted to this Association by the Secretary of the Central Association, were read by the Secretary:

Detroit, Mich., June 4, 1897.

O. G. Fetter, Esq.,

Central Ass'n of R. R. Officers.

Dear Sir: Herewith I enclose letter from the proprietors of the Hotel Cadillac, at Detroit, the terms of which we have accepted as a headquarters for the Association while in Detroit. We are also arranging for a trip to the Flats and a fish supper at that point on July 20, to leave Detroit about 3:00 p. m., and return about 9:00 p. m. On the morning of July 21 we will have a ride around the terminals at Detroit. This, I think, with the business of the Association, will be all that will be necessary to prepare for.

Yours truly,

(Signed) D. S. SUTHERLAND,

Chairman.

Detroit, Mich., March 18, 1897.

D. S. Sutherland, Esq.,

And Central Ass'n of R. R. Officers.

Dear Sirs: We take pleasure in extending to your Association free of charge the use of our ordinary and sub-committee rooms, known as Parlor O, and other suitable meeting rooms such as you may require for your use during your convention, to be held in this city July 20 and 21.

We will make you a special rate on court side rooms where members are accompanied by their wives for \$2.50 per day for each person. Or front rooms, \$3.00 per day single; when accompanied by wife, \$2.50 per day additional; and for room with bath attached a slight advance over these figures.

Our hotel is beautifully located and handsomely furnished throughout, and is very suitable to care for such a convention as yours.

Should you favor us in selecting the Hotel Cadillac for headquarters during your meeting, we assure you that we will endeavor in every way to make your stop a memorable one.

Thanking you in advance, we beg to remain,

Yours very truly,

(Signed) SWART BROS.,

Props. Hotel Cadillac.

After a little talk among the members it was decided that the July meeting of this Division should be held at the regular time and place, and the matter of attendance at the Annual Meeting could then be brought up. The Secretary was instructed to ascertain from Mr. Peck whether he had his paper prepared for presentation at the Annual Meeting.

The following letter was read:

Columbus, O., May 13, 1897.

Mr. M. S. Connors,

President Col. Div. Central Ass'n R. R. Officers,  
Columbus, O.

Dear Sir: On account of leaving the railroad business, I hereby tender my resignation as Secretary of the Columbus Division, Central Association of Railroad Officers, to take effect June 1.

Respectfully,

(Signed) J. H. SCHWARTZ.

Mr. Darlington: I move that the resignation be accepted.

Mr. Whittelsey: I second the motion, with the addition that acknowledgment of the excellent service that Mr. Schwartz has rendered the Association be noted in the acceptance in suitable words.

Mr. Darlington: I accept the amendment as part of the original motion.

Motion carried unanimously.

Chairman: The Secretary will please also express to Mr. Schwartz the best wishes of this Association for his future success.

In connection with this resignation it will be in order to proceed to the election of his successor.

Mr. Darlington: Mr. Chairman, I desire to offer for the consideration of the Association the name of Mr. H. D. Bennett for the position of Secretary. Mr. Bennett, as you know, has practically taken Mr. Schwartz's place, and as such represents Mr. Miller in the same way that Mr. Schwartz did.

Seconded by Mr. Host.

Mr. Whittelsey: I would like to rise on the point of expense. What salary now attaches to the two positions of Secretary and Treasurer?

Chairman: The Secretary's salary is \$25.00 per month. The Treasurer, who is Superintendent of the Car Service Association, is paid \$100 per month; he receives nothing for his office in this Association.

Mr. Whittelsey: I will nominate Mr. Berry to act as Secretary-Treasurer of the Association.

Seconded by Mr. Gardner.

After the nominations were closed a question was raised as to the proper method of balloting, whether all the gentlemen present were entitled to votes, or only the ranking officers of the roads represented, and whether, in the latter case different divisions of the same line would be treated as separate roads. By reference to the by-laws, the Chairman ruled that the ballots should be cast by the ranking officers of the companies represented. Before the vote was taken some discussion was held as to the desirability of having separate officers for the Central Association Division and the Car Service Association. Messrs. Host and Limer were appointed tellers and announced the result of the vote to be in favor of Mr. Berry.

The name of Mr. W. H. Brimson, Superintendent B. & O. S-W. Ry., at Chillicothe, Ohio, was presented for membership, and he was duly elected.

Chairman: The next subject on the call for the meeting is the discussion of Mr. Glover's paper on "Unaccountable Accidents." This has been previously discussed, but on motion it was continued from the last meeting.

Mr. Nelson: Before passing Mr. Glover's paper, I would like to ask him if the B. & O. have come to any conclusion as to the derailment of tenders on engines, as I believe he spoke of one or two instances.

Mr. Glover: The derailments referred to of the front tender-trucks of our passenger locomotives, as stated in the paper, occurred for a period of only four years, and in all the accidents it was the derailment of the front wheels of the front tender-trucks, and in all cases the engine was running at schedule speed or higher than schedule speed. These derailments occurred on all kinds of track, that is, of curvature and tangents, and on different grades, ascending and descending, and on level track. A great many changes were made, including Janney coupler, the space between the engine and the tank, the goose-neck coupling between the engine and the tender, and finally the side bearings were removed. There have been no derailments of the kind since the summer of 1895, but which one of the appliances was the cause, or whether it was the combination of all of them, no one seems to be able to say. Our General Superintendent, Mr. Graham, was always rather inclined to accredit the derailments to the rigid Janney coupler, but, as stated also, that seems to be rather impossible on account of one or two derailments occurring on engines running light, when the rigid Janney could not possibly have had any effect, and also on straight track, where it hardly seems reasonable to think the Janney coupler could have any bearing; but since the side bearings on the front tender-truck have been removed I do not think there have been any derailments of this character. I think most persons will say that had more to do with it than anything else. I believe I am right in saying that no other road running into Columbus is using side bearings on the front tender-trucks.

There is one other question I would like to say something about, and that is the derailment of engines running backwards. We have had two cases of passenger engines in the past six months. The case referred to by Mr. Gillespie, who saw the wreck personally, was where the engine running backwards and coming off a one degree curve, which curve was 950 feet long, on to a tangent of 525 feet, left the rails about 50 feet on the tangent after leaving the curve. A short time after that we had another engine running backwards leave the track on straight track; the rear tender-truck, that is, the leading truck, was the one derailed. In neither case was any cause found that could be stated as the positive cause. Prior to that time and since that time we have never had any similar occurrence.

Chairman: As explained at the last meeting, we had a case of derailment of the front trucks of the tender of a passenger engine. This was the fourth case of that same kind, to my certain knowledge, but prior to this time the mechanical department were unable to fix the cause. This last accident was charged to the side bearings, and we had them removed.

Mr. Glover: How would you account for seven out of twenty-nine derailments on straight track?

My object in writing the paper was to bring up for discussion these accidents which I have called "unaccountable" for the lack of a better word. There are a great many of them. Of course there is a reason for every one of them; the question is to ascertain the reason. My idea was that the roads, if they feel so disposed, might bring up any occurrences of that kind supposed to be unaccountable, so that they may be discussed before the Association, and we may all learn something from them.

Mr. Whittelsey: I was very much interested in reading the discussion held at the last meeting. I think there should be very few unaccountable accidents; it is due to lack of zeal on the part of the different departments that they do not account for more accidents.

I remember that when I was Track Master and saw a great

many engines backing up on different kinds of track I always felt more like going over to the fence than when they were going straight ahead, because there would invariably be a great deal of oscilation of the tank; it would be bouncing from one side to the other, and it would look as if there were more possibility for derailment than when the engine was running ahead. On the other hand, the Illinois Central and other roads that do a great deal of suburban business make a practice of running at high speed in either direction, but the engines are undoubtedly constructed with that point in view. I think it is more a matter of the construction of the tank than the condition of the track.

Chairman: We had on the Chicago & Eastern Illinois the same kind of suburban engines. They are built specially for the service. The tank is weighted down with coal and water, and then the engine and tender are not coupled together; they are one.

I think the idea of bringing these matters up before the Association when they occur is a very good one. I am frank to say that I have profited by the experience of the B. & O. in the matter of side bearings; when we had a similar misfortune, we immediately ascribed the cause as due to the presence of side bearings, and followed the example of the B. & O. in taking them off.

Mr. Darlington: Is it not often the case in so-called "unaccountable" accidents that the report of the conductor, or whoever makes it, is not exactly true? Frequently cases are reported as unaccountable or "something broke," that something covering a multitude of sins, and a close investigation might develop something else rather than something breaking down. We had a recent case of an accident in which seven cars were destroyed more or less, and both the telegraphic and written reports stated that it was due to something breaking down, when the fact was, as we learned from some farmers who saw the train go around the hill, it was a plain case of break in two and run together.

Mr. Glover: I do not know whether Mr. Darlington read the paper or not, but this is hardly the class of accidents to which I refer, but only when careful investigation by the officers of the company and personal observation of the track and the equipment fails to disclose the real cause of the accident. I think every road will find some cases where the officers can not give any positive statement as to the cause.

Chairman: That has been our experience. We have had some accidents occur when we would have given quite a good deal to know what the cause was.

I recollect one case in particular that I never could account for. A freight train of fifty loaded coal cars was coming down a grade just north of Carroll, when the car next to the caboose broke off from the train and also from the caboose and left the track and went down a 30-ft. embankment, while the caboose followed the train down the hill. It didn't couple onto the train, as in the story you have all heard, but it followed on the rails for quite a distance. The car was so far back in the train that it was not the slack of the train that threw it off. If there is nothing more that any one wishes to say in this connection, we will pass to the discussion of Mr. Gordon's paper.

Mr. Darlington: Would it be in order to move that the discussion of Mr. Gordon's paper be laid over until he is present?

Chairman: It is getting a little late, and possibly you would prefer to lay it over.

Mr. Darlington: I move that this paper be left over until such time as Mr. Gordon is able to be present and join in the discussion.

Mr. English: I second the motion.

Motion carried.

Chairman: As a matter of information I will state that the Superintendent of the Car Service Association has handed in the following statement of collections for extra switching on second order cars for the month of May:

P. C. C. & St. L.....	\$22.00
C. H. V. & T.....	5.00
T. & O. C. ....	2.00
B. & O. ....	2.00
C. A. & C.....	8.00
N. & W. ....	15.00
C. S. & H. ....	
C. C. C. & St. L.....	6.00

Total, \$60.00

The bill of the Central Association against this Division **FC**  
proportion of expenses for May, amount \$15.86, was accept **C**  
and ordered paid.

On motion, the meeting adjourned.

M. S. CONNORS,  
President.

G. R. JOHNSON,  
Secretary *pro tem.*

## TOLEDO DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo  
Division, held Monday, June 14, 1897.**

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Meeting called to order at 1:30 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R. Co....	MR. M. D. FOHEY.....	Trainmaster.
N. H. & D. Ry.....	MR. R. B. TURNER.....	Gen'l Supt.
“ “ .....	MR. S. B. FLOETER.....	Supt.
N. H. V. & T. Ry.....	MR. M. S. CONNORS.....	Supt.
“ “ .....	MR. W. E. COSTELLO.....	Trainmaster.
N. S. & H. R. R.....	MR. C. L. GARDNER.....	Supt.
N. S. & M. S. Ry.....	MR. L. E. JOHNSON.....	Supt.
Pennsylvania Co.....	MR. W. H. POTTER.....	Supt.
N. & O. C. Ry. ....	MR. T. F. WHITTELEY...	Gen'l Supt.
N. St. L. & K. C. R. R..	MR. A. L. MILLS .....	Gen'l Supt.
Wabash R. R.....	*MR. E. A. GOULD.....	Supt.
N. & L. E. Ry.....	MR. J. N. MERWIN.....	Trainmaster.

\*Represented by Mr. Frank Clark, Agent.

The reading of the minutes of the previous meeting was dispensed with.

**Communications.**

Detroit, Mich., March 18, 1897.

D. S. Sutherland, Esq.,

And Central Ass'n of Railroad Officers.

Dear Sirs: We take pleasure in extending to your Association free of charge the use of our ordinary and sub-committee rooms, known as Parlor O, and other suitable meeting rooms such as you may require for your use during your convention to be held in this city July 20 and 21.

We will make you a special rate on court side rooms, where members are accompanied by their wives, for \$2.50 per day for each person. Our front rooms, \$3.00 per day single; when accompanied by wife, \$2.50 per day additional, and for room with bath attached a slight advance over these figures.

Our hotel is beautifully located and handsomely furnished throughout, and is very suitable to care for such a convention as yours.

Should you favor us in selecting the Hotel Cadillac for headquarters during your meeting, we assure you that we will endeavor in every way to make your stay a memorable one.

Thanking you in advance, we beg to remain,

Yours very truly,

(Signed) SWART BROS., Props.,

Hotel Cadillac.

Detroit, Mich., June 4, 1897.

O. G. Fetter, Esq.,

Central Association of R. R. Officers.

Dear Sir: Herewith I enclose letter from the proprietors of the Hotel Cadillac, at Detroit, the terms of which we have accepted, as a headquarters for the Association while in Detroit. We are also arranging for a trip to the Flats and a fish supper at that point on July 20, to leave Detroit about 3:00 p. m. and return about 9:00 p. m. On the morning of July 21 we

will have a ride around the terminals at Detroit. This, I think, with the business of the Association, will be all that will be necessary to prepare for.

Will you please say who, besides Mr. Turner and myself, is on the Entertainment Committee?

Yours truly,

(Signed) D. S. SUTHERLAND,

Chairman.

Cincinnati, Ohio, June 5, 1897.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: Please present the attached correspondence relative to arrangements for annual meeting at Detroit on July 20 and 21 to your Division and oblige,

Yours truly,

(Signed) O. G. FETTER,

Secretary.

#### **Standing Resolutions.**

President: The first subject in the call is that of putting the Revised Standing Resolutions into effect. As I remember, this matter was held open pending the settlement of the Joint Inspection Agreement. It might be well to hear from some of the gentlemen who are in authority over the Car Department as to whether there is any prospect of the Joint Inspection Association going to pieces.

Mr. Whittelsey: I have talked with no one concerning that matter and can not say. As far as the T. & O. C. Ry. is concerned, if its connections other than the L. S. & M. S. Ry. continue, the T. & O. C. will do the same.

Mr. Connors: Our position is the same as that of the T. & O. C. Ry.

Mr. Turner: I understand no road is going out but the Lake Shore, and in our last talk with our Superintendent of

Motive Power we suggested to patch things up and work with the other roads under the Joint Inspection Agreement. We would like to see the question of Joint Inspection left with the Superintendents' Association.

Mr. Potter: The policy of the Penna. Co. would be to continue with the Lake Shore out. Those desiring special agreements with the Lake Shore could enter into same.

Mr. Whittelsey: Mr. Turner has hit upon an idea that is a good one. There is no reason why we can not now put the Joint Inspection under this Association and make it standard, the same as at other points.

President: The idea suggested by Mr. Turner seems to me to be a good one.

Mr. Connors: That being the case, I move the adoption of the Revised Standing Resolutions, the same to be put into effect at once.

Mr. Whittelsey: I would like to amend that motion by adding "and have them printed together with the rules of the Central Association of R. R. Officers and the Toledo Car Service Association."

President: Under this motion the rules are to take effect at once. Should not the date of their going into effect be postponed until we get them printed and distributed?

The suggestion of the President was accepted, and July 1 named as date new agreement was to go into effect, and on motion being put, the same was carried by a unanimous vote.

President: It might be well to ask the Joint Inspection Association to submit any action taken to this Association for approval.

Mr. Turner: When they pass a resolution it should be submitted to this Association for approval before becoming effective.

Mr. Connors: You must confess in our action here today it has demonstrated that the Joint Inspection Association have got to have their actions approved by the Superintendents before they become effective.

President: I do not understand that any action so far taken

changes the situation from what it was when the L. S. & M. S. was a member of the Joint Inspection Association.

Mr. Turner: I move that hereafter the Joint Inspection Association report to and receive instructions from this Association.

Seconded by Mr. Whittelsey and carried by a unanimous vote.

**Arbitration Claim No. 135320.**

M. C. R. R. vs. T. St. L. & K. C. R. R.

Mr. Mills: Mr. Sutherland not being here, I do not care to have this case brought up, and if there are no objections, would prefer to withdraw the papers and take the matter up with Mr. Sutherland.

There being no objection to request, the Secretary was instructed to send the papers in the case to Mr. Mills.

**Arbitration Claim No. 1056.**

Ann Arbor R. R. vs. C. H. V. & T. Ry.

The Secretary made a statement of the case as contained in the papers, which was as follows:

The Ann Arbor received from the C. H. V. & T. two box cars loaded with bituminous coal and transferred same on the order of the Chief Joint Inspector on account of overload and defective condition. The Ann Arbor billed the C. H. V. & T. with \$3.95, the actual cost of the transfer, to which the C. H. V. & T. objected on the ground that the schedule of prices in effect at the time the transfer was made read: coal, 7½c. per ton, with a maximum charge of \$1.50 per car. In the Ann Arbor's statement of the case it was contended that the rules warranted them making such charge, first, on the ground that when the rules were made it was almost an unknown thing to ship bituminous coal in box cars, and hence there was no rule governing the price for transferring box cars containing this

kind of coal. Second, it was then as now a very common practice to ship anthracite in box cars when the rules made a difference of  $2\frac{1}{2}$  cents per ton in favor of transferring anthracite coal. Third, when we met the changed conditions and found we had to transfer bituminous coal from one box car to another, we scanned the rules in vain for any article covering such contingency, and concluded a proper basis to meet the additional cost would be to charge actual cost, slightly under the charge of transferring anthracite, and rendered the bill accordingly.

President: Will Mr. Connors please state his position in this matter?

Mr. Connors: The rate for transferring bituminous coal as shown in our printed list is  $7\frac{1}{2}$ c. per ton, with minimum of \$1.50 per car, and on this basis our company decline to pay more than the schedule calls for.

Mr. Whittelsey: It seems to me a settlement of this matter would be on showing what was the intent of that rate. We know that 95 or 98 percent of the coal is shipped in coal cars, and it would be fair to assume the rate was intended for open cars, and we know it costs more to transfer a box car than an open car. While for Mr. Connors to change from that figure would be a violation of the schedule, if the matter was submitted to me would say it was worth a little more than  $7\frac{1}{2}$ c.

Mr. Connors: If you recall the discussion on the change in price for transferring coal, you will remember it was admitted by Mr. Bradley that  $7\frac{1}{2}$  cents was too much for transferring coal from coal cars, but that it was made  $7\frac{1}{2}$  cents that it might cover both classes of cars. (Chair: I think the remarks referred to were made by some other gentleman than Mr. Bradley.) The rate was finally reduced to 6 cents, and I take the position that the old rate allowing  $7\frac{1}{2}$  cents was large enough to cover the occasional box car that might come up.

The rules that are laid down are supposed to govern until changed, and if we are out we suffer the loss without asking for relief, and if ahead we profit thereby and make one account balance the other.

Mr. Whittelsey: As I understand it, this schedule was made to be reciprocal between the roads, but it so happens the roads that receive coal do not ship any, and the roads that receive telegraph poles do not ship any, and it would seem that they are two items that need to be treated differently from other items. As far as we are concerned, we do not want to make any money out of it, but we do think a road should not be punished for accommodating the other fellow.

Mr. Connors: If the laws laid down in that book are not to be observed why print them? If the Ann Arbor wish to repudiate that rule, I have nothing further to say. If the Ann Arbor wish to be governed by the rules laid down in that book, the position of the C. H. V. & T. is correct.

Mr. Fohey: Mr. Bradley informed me that he said all he cared to in his report to the Secretary, and was willing to let the matter go to a vote.

Mr. Whittelsey: Is it not a fact that at time that coal was transferred the schedule price was  $7\frac{1}{2}$  cents per ton?

Mr. Fohey: Yes, sir.

Mr. Whittelsey: As far as the Association and its schedule is concerned, the C. H. V. & T. have the right in the case, but to my mind the case is one which calls for a neighborly settlement.

Mr. Johnson: Not having heard the previous arguments, I will state my unbiased views of the case. In regard to the point raised by Mr. Bradley, in which he says he has carefully scanned the prices of transferring coal and finds nothing about transferring bituminous coal from one box car to another, which is true, he also states in his communication that the practice of shipping in box cars had not been to any great extent done. The point I wish to make is when they established the feature this Association was open to Mr. Bradley to raise the question of the price which was to be paid for transferring coal from one box car to another, whether actual cost, or, in view of the fact that the business might grow, to make some fixed price, which was not done. However, later on it was done, and a charge

was fixed to cover the same purpose, and my conclusions are that the position of the C. H. V. & T. is correct.

Mr. Mills: The schedule price for transferring anthracite coal is 10 cents per ton, because shipped in box cars; if shipped in gondolas the transfer would be no more expensive than the other. It seems to me the intent was to charge 10 cents per ton for box cars, but we do not say so.

Mr. Connors and Mr. Fohey expressed a desire that the matter be submitted to a vote.

President: I will state the question as follows:

Whether, under the schedule now in effect, viz., 7½ cts. per ton, the Ann Arbor R. R. Co. was justified in charging the C. H. V. & T. Ry. actual cost, namely, \$3.95, for transferring two car loads of bituminous coal loaded in box cars?

The vote resulted 7 Nays, 2 Yeas.

Mr. Connors: Now if the Ann Arbor wish the difference between the schedule price and the actual cost, and ask the C. H. V. & T. for relief, I have no objection to granting their request.

Mr. Fohey: There is nothing further to say.

**Notice from L. S. & M. S. Ry. declining to be a party to the maximum price for transferring telegraph poles.**

Toledo, Ohio, May 11, 1897.

Mr. William Grogan,

Secretary Toledo Division C. A. of R. R. O.,  
Toledo, Ohio.

Dear Sir: The L. S. & M. S. Ry. Co. hereby give notice that they respectfully decline to be a party to the decision on maximum price for transferring telegraph poles that carried at the meeting held Monday, May 10, 1:30 p. m.

The L. S. & M. S. Ry. will make bills at the actual cost of transferring telegraph poles, and will honor bills made in the

same manner, but decline to accept the maximum price of \$10.00 for single car and \$20.00 for double car.

Yours truly,

(Signed) L. E. JOHNSON,

Sup't Mich. Div.

Mr. Connors: I move the acceptance and placing on file of Mr. Johnson's letter, and that the Secretary furnish all roads at interest with a copy of same.

Seconded and carried.

#### **Cleaning Stock Cars.**

Central Association of Railroad Officers.

Cincinnati, Ohio, May 12, 1897.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: At a meeting of the Central Association of Railroad Officers, Cincinnati Division, held May 11, 1897, correspondence was presented, copy of which I herewith attach. After discussion it was moved and carried "that the Secretary correspond with the other Divisions in line with the letter presented, relative to cleaning of stock cars before delivery, with a view of obtaining practice at other points covered by the Central Association of Railroad Officers."

Kindly present the matter to your Division and advise.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Chesapeake & Ohio Railway Company.

Cincinnati, Ohio, May 11, 1897.

Mr. O. G. Fetter,

Secretary Central Association,

Cincinnati, Ohio.

Dear Sir: One of our Cincinnati connections has refused to accept empty stock cars on their return (having previously gone east under load) without said cars being cleaned.

Our management is not aware of this being customary at other terminals, and desire me to present the matter to the Association for information whether such a rule is in force elsewhere; and for an expression of opinion as to its fairness.

Yours truly,

(Signed) GEO. W. LEWIS,  
Superintendent.

Mr. Whittelsey: I move that it is the sense of the Toledo Division that stock cars should be cleaned at the unloading point and returned clean to the delivering road.

Seconded and carried by unanimous vote.

The Secretary was instructed to advise Mr. Fetter of action taken.

**Releases from Messengers.**

Toledo & Ohio Central Railway.

Toledo, Ohio, May 28, 1897.

Mr. Wm. Grogan,  
Secretary.

Dear Sir: In accordance with the resolution of the Association at its last meeting, I submitted the question of releases from minors engaged in joint messenger service, and I enclose opinion of Mr. C. T. Lewis, our General Counsel. Please submit the same to the Association.

Yours truly,

(Signed) T. F. WHITTELEY,  
Gen'l Sup't.

Toledo & Ohio Central Railway.

Toledo, Ohio, May 27, 1897.

Mr. T. F. Whittelsey,  
Gen'l Sup't.

Dear Sir: I have your letter inquiring as to the advisability of taking separate releases upon behalf of all the Railroad Companies entering into the Central Association of Railroad Officers,

Toledo Division, from the parents of minors who may be in your service as messengers. As I understand the situation, these messengers will be employed solely by your Association, and will receive no orders or be responsible in any way to the individual railroads. If that is true, it seems to me that a release setting forth the purposes of the Association can be made broad enough in its terms to cover not only the Association itself, but any claim that might be made as against any of its constituent members.

Yours truly,

(Signed) C. T. LEWIS,

General Counsel.

Mr. Johnson: I move that the Attorney of the T. & O. C. be requested to draw up form of release blank to be used in the employment of minors.

Seconded and carried.

#### **Subjects for Discussion.**

The President expressed a desire that papers be prepared and read by the members; also that questions submitted by other Divisions be discussed.

Mr. Johnson: I move that the Chair appoint a Standing Committee of three members of this Association to submit subjects for discussion from one meeting to another.

Seconded by Mr. Connors and carried.

The President appointed Messrs. Johnson, Whittelesy, and Connors as the Committee.

President: I will ask that the subject of Shortening Train Orders be taken up at July meeting for discussion.

On motion adjourned, to meet Monday, July 12, 1897.

A. L. MILLS,

President.

WM. GROGAN,

Secretary.

## PEORIA DIVISION.

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Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, June 8, 1897.

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Meeting convened at 10:00 a. m. .  
President Tompkins in the Chair.

### PRESENT.

<i>Roads.</i>	<i>Representatives.</i>
P. & P. U. Ry.....	F. L. TOMPKINS.....Superintendent.
“ “ .....	W. E. BELL.....Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG....Gen'l Supt.
C. P. & St. L. R. R...H. S. REARDON.....	Superintendent.
C. C. C. & St. L. Ry..	J. W. RILEY.....Superintendent.
T. H. & I. R. R.....	B. McKEEN.....Superintendent.
“ “ .....	F. L. CAMPBELL.....T. M.
Iowa Central Ry.....	C. W. HUNTINGTON..Gen'l Supt.
L. E. & W. R. R.....	H. F. BICKELL.....Ass't Gen'l Supt.
C. B. & Q. R. R.....	W. B. THROOP.....Superintendent.

VISITOR: J. W. Higgins, Supt. Illinois Central R. R.

President: You have probably all seen the minutes of the last meeting, and unless there is objection they will stand approved as printed. Our first question is “Using cars as drays, and the proposition to charge therefor.”

I will say that, in accord with your resolution of the last meeting, I met the Local Agents Saturday last and explained to them what the resolution called for, and went into details, asking what suggestions they had to offer. As to the extent to which the abuse had grown, I felt that could be ascertained better from our own records, and intended having our agent prepare a statement for me, but he has gone away for a trip, and I did not succeed in getting it before he left.

The Secretary has a report of the action taken by the Local Agents.

Secretary: The following was passed by the Local Agents' Association at their meeting June 5. "Resolved, that the Agents of this Association recommend to the Superintendents that a charge of \$2.00 per car be made for the use of cars when loaded from one industry to another."

Mr. Riley: In addition to the switching charge?

Mr. Tompkins: The resolution does not state, but some of the agents told me verbally that that was the intent.

Mr. Riley: To what extent did you say it had grown?

Mr. Tompkins: I do not know. I did not know I was a Committee until the day before the meeting of the Agents, when the Secretary called my attention to the matter, but I think if the matter is held over I can furnish a statement showing exactly what it was prior to the recent elevator fires, and since that time.

Mr. Riley: I move further time be granted.

Seconded and carried.

Mr. Tompkins: I said to the Agents that if the matter was gone into it would have to be unanimous, and all of the Agents present were in favor of its being adopted, and the charge made.

As to the manner of collection, that was not discussed. The letter of our attorneys was read to them and they understood what the P. & P. U.'s position on that matter was. I said further that if the agreement was unanimous we would decline to switch a car from one industry to another until the road responsible for the car advised us that the car was ready to move.

Each road to collect its own charge for the use of the car, and the P. & P. U. collect its regular switching charge. We would notify each industry to that effect.

Mr. Huntington: Allow me to ask upon whose order are cars loaded in this manner? On the P. & P. U.'s?

Mr. Tompkins: Sometimes they ask the P. & P. U., and sometimes the Tenant lines, and sometimes they load without any authority from anyone, just reloading any car they happen to have in their switch.

President: The matter of "Handling Tracers for Private Line Equipment" is still undisposed of. Has anyone anything further to say on that subject? If not, it will be dropped. What else have we?

The Secretary here read letters pertaining to the arrangements for the coming Annual Meeting, showing the Hotel Cadillac, Detroit, to have been decided upon by the Committee on arrangements, at a rate of \$2.50 per day for part of the rooms for member and wife, other rooms \$3.00 per day single, and \$2.50 per day additional when accompanied by wife. Rooms with bath a slight advance over these figures. The Committee on arrangements also advised that a trip to the St. Clair Flats was also arranged for on July 20, leaving Detroit about 3:00 p. m., and returning about 9:00 p. m. Further, that on the morning of July 21 a ride around the terminals of Detroit would be taken.

President: I would suggest that all who can go notify the Secretary so that he can notify the Committee how many to expect.

Mr. Armstrong: I move that all members of the Peoria Division notify the Secretary by or before July 10 whether or not they will go to the meeting at Detroit, and what members of their families will accompany them, so that he can notify the General Secretary and send a copy of such notice to the Committee on Arrangements.

Seconded and carried.

The Secretary here read letter from "The Association of

Superintendents of Kansas City Railways," applying for admittance to membership as a division of the Central Association of Railroad Officers.

Mr. Armstrong: I move we admit the Kansas City Superintendents' Association to membership in the Central Association of Railroad Officers.

Seconded and carried.

Correspondence from the Cincinnati Division, asking our custom relative to cleaning stock cars before returning to connections, was read.

Mr. Riley: We are paying the P. & P. U. for cleaning stock cars.

Mr. Armstrong: You clean them to get the use of them.

Mr. Riley: We clean them to get the business. I think the delivering line should clean them, and I think that is the custom.

Mr. Armstrong: You argue that when cars are ordered they ought to give cars fit to load.

Mr. Tompkins: We clean cars when the lines desire to have them cleaned. It is nothing to us; we do not handle the business.

Mr. McKeen: The Traffic Departments in this part of the country have agreed that the initial road shall clean foreign cars and bill against owners of the cars.

Mr. Armstrong: I suggest that answer be made that we do not refuse to take cars from connections on account of their having too much manure, bedding, etc., but that we take them, and if shipper objects to their condition when needed for loading, we then clean them ourselves.

Mr. Throop: In the Texas District we clean and disinfect all stock cars; the United States Health Commission compelling us to do so. We clean all our own cars every trip. Never had a request from a connection to clean cars for them; don't think we would do it if they did.

Mr. Bickell: The Clover Leaf is the only road that will not receive cars back from us unless cleaned. They sent us

notice to that effect, and we replied that we would have to take the same action with them.

Mr. McKeen: We used to take double-deck stock cars from the Sante Fe and clean them on our road, but it became too much of a burden, and we put a stop to it and made them clean them. We have no general understanding in the matter however.

Mr. Armstrong: We might add in the reply that where a road orders cars of another road to load, that they be furnished clean and fit to load. If they want the business let them furnish cars in shape.

Mr. Bickell: You sometimes want the cars worse than they want the business.

The following letter was read:

May 20. 1897.

Mr. F. L. Tompkins,  
President Peoria Division, C. A. R. R. O.,  
Peoria, Ill.

Dear Sir: Your Committee on entertainment has selected the following members to read papers, and recommends that the members chosen be permitted to select their own subjects. It is proposed to have one paper read at every other meeting, thus giving an opportunity for the paper read at one meeting to be discussed by the members at the next.

Mr. E. N. Armstrong has been selected to prepare a paper in August; Mr. H. F. Bickell for the one in October; Mr. F. L. Tompkins for December, and Mr. H. P. Greenough for February.

The Committee further recommends that all members bring up for discussion such subjects as they may wish considered.

Yours respectfully,

(Signed) H. S. REARDEN,

C. W. HUNTINGTON,

BENJ. MCKEEN,

Committee on Entertainment.

Mr. Rearden: In addition to the report just read, I will **ta**te that the Committee consider that the report should not be **amended**, but that it should be ironclad.

President: What shall we do about holding a meeting in **July**?

Mr. Throop: I move we now adjourn until the regular **meeting** in August.

Seconded and carried.

Adjourned at 11:00 a. m.

**F. L. TOMPKINS,**  
President.

**A. J. ELLIOTT,**  
Secretary.

## ST. LOUIS DIVISION.

**Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
 Association of Railroad Officers, held in Room No. 206, Union Station,  
 St. Louis, Mo., Friday, June 11, 1897.**

Meeting called to order at 11:15 a. m., with President Besler in the chair.

The following representatives were present :

C. B. & Q. R. R.....	MR. W. G. BESLER.....	Supt.
“ “ .....	MR. A. HAMILTON.....	Agent.
“ “ .....	MR. J. A. CARNEY.....	M. Mechanic.
C. P. & St. L. R. R. of Ill..	MR. H. S. REARDEN .....	Supt.
“ “ .....	MR. W. H. CALVERT.....	Agent.
“ “ .....	MR. W. R. BRADLEY .....	Car Acc't.
Ill. Cent. R. R.....	MR. C. A. PARKER.....	Gen'l Agent.
L. & N. R. R.....	MR. W. S. MCCHESENEY..	Sup't Ter.
L. E. & St. L. C. R. R..	MR. E. HOLBROOKE.....	Supt.
“ “ .....	MR. W. CROUCH.....	Agent.
Mo. Pac. Ry.....	MR. J. R. WENTWORTH..	Sup't C. S.
St. L. C. & St. P. Ry....	MR. D. C. FREDERICKS..	Car Acct.
St. L. K. C. & C.....	MR. W. M. MITCHELL...	Manager.
St. L. P. & N. R. R....	MR. L. S. GRAVES.....	Supt.
St. L. K. & N. W. R. R..	MR. A. T. PERKINS.....	Agent.
T. St. L. & K. C. R. R..	MR. A. L. MILLS.....	Gen'l Supt.
Terminal R. R. Ass'n...	MR. EDW. DUNLOP.....	Supt.
“ “ .....	MR. F. X. ROEDERER....	Agent.

Wabash R. R.....	MR. W. A. GARRETT.....	Supt.
“ “ .....	MR. C. B. ADAMS.....	Supt. Car Ser.
“ “ .....	MR. C. O. EAMES.....	Sup't S. S.
“ “ .....	MR. G. C. KINSMAN.....	Sup't Tel.
“ “ .....	MR. A. H. LANDER.....	Master Trans.
“ “ .....	MR. G. W. JENKINS.....	Trainmaster.
“ “ .....	MR. H. W. BALLOU.....	“
“ “ .....	MR. J. M. HERBERT.....	“
“ “ .....	MR. J. S. HOUSE .....	“
“ “ .....	MR. J. W. BRANDT .....	Tr'v'g Eng.
“ “ .....	MR. H. EICHE.....	Agent.
“ “ .....	MR. J. A. ROEDERER....	Agent.
“ “ .....	MR. H. A. CLEM.....	L. S. A.
Viggins Ferry Co.....	MR. G. L. SANDS.....	Manager.
“ “ .....	MR. J. J. BAULCH.....	Gen'l Ft. Agt.
St. L. Transfer Co.....	MR. W. G. BESLER.	

#### Reading of Minutes.

President: As the minutes have been printed and are in the hands of the members, unless there are objections we will dispense with their reading.

#### Unfinished Business.

Secretary: The correspondence from the Central Association in regard to the St. Louis practice in cleaning stock cars was referred at our last meeting to the Local Freight Agents' Association, and I have reply from the Secretary of that Association as follows:

St. Louis, Mo., June 8, 1897.

Mr. F. E. Anderson,

Secretary St. Louis Div. C. A. R. R. O.,  
City.

Dear Sir: Replying and referring to your esteemed letter to me under the date of May 19, with reference to the practice at St. Louis of cleaning stock cars, and whether it is required

before the cars are delivered to another line, I have to advise that at our regular meeting held on June 7 I was instructed to reply to you that it was not the custom to clean empty stock cars before returning to connecting lines at St. Louis or East St. Louis.

Respectfully,

T. P. LISTON,

Secretary.

Secretary: I have answered the Secretary of the Central Association accordingly for this Division.

President: I believe that that is sufficient action and properly disposes of the subject.

### Reading of Correspondence.

Secretary: I have letter from Secretary Fetter at Cincinnati, dated June 5, as follows:

Cincinnati, O., June 5, 1897.

To all Division Secretaries,

Central Association of Railroad Officers.

Dear Sirs: Please present the attached correspondence relative to arrangements for Annual Meeting at Detroit on July 21 and 22 to your Division, and oblige,

Yours truly,

O. G. FETTER,

Secretary.

Correspondence:

Detroit, Mich., June 4, 1897.

Mr. O. G. Fetter,

Secretary Central Association Railroad Officers.

Dear Sir: Herewith I inclose letter from the proprietors of the Hotel Cadillac at Detroit, the terms of which we have accepted as a headquarters for the Association while in Detroit. We are also arranging for a trip to the Flats and a fish supper at that point on July 20th, to leave Detroit about 3:00 p. m. and return about 9:00 p. m. On the morning of the 21st we will have a ride around the terminals at Detroit. This, I think,

with the business of the Association, will be all that will be necessary to prepare for.

Will you please say who, besides Mr. Turner and myself, is on the Entertainment Committee?

Yours truly,

D. S. SUTHERLAND,

Chairman.

Detroit, Mich., March 18, 1897.

Mr. D. S. Sutherland,

and Central Association Railroad Officers.

Dear Sirs: We take pleasure in extending to your Association free of charge the use of our ordinary and sub-committee rooms, known as Parlor "O" and other suitable meeting-rooms such as you may require for your use during your convention to be held in this city July 20 and 21.

We will make you a special rate on court side rooms, where members are accompanied by their wives, for \$2.50 per day for each person. Our front rooms, \$3.00 per day single; when accompanied by wife, \$2.50 per day additional, and for room with bath attached a slight advance over these figures.

Our hotel is beautifully located and handsomely furnished throughout, and is very suitable to care for such a convention as yours.

Should you favor us in selecting the Hotel Cadillac for headquarters during your meeting we assure you that we will endeavor in every way to make your stay a memorable one.

Thanking you in advance, we beg to remain,

Yours very truly,

SWART BROTHERS, Prop's,

Hotel Cadillac.

President: As we have one more meeting before the Annual Meeting, I do not believe it will be necessary to take any action today in reference to that except to suggest that as many of the members as possible take up the question of their ability to attend and be prepared at our next meeting to report so that necessary arrangements for transportation, etc., may be provided.

### Reports of Committees.

Mr. Parker: I wish to report that the Committee on Car Service met yesterday and asks that further time be granted, but will make a more definite report at the next meeting.

Mr. McChesney: I move that the Committee be given further time.

Seconded. Carried.

Mr. Perkins: The Committee appointed to formulate rules for the Interchange of empty cars at St. Louis and East St. Louis recommends the following rules, which have already been sent out to the various members of the Association:

### CENTRAL ASSOCIATION OF RAILROAD OFFICERS.

#### St. Louis Division.

St. Louis, Mo., June 8, 1897.

1. Empty cars belonging to roads terminating at St. Louis or East St. Louis shall be returned direct to the owners. The initials of the cars shall be proof of ownership, and no other marking or carding will be required. It is understood that cars of various initials belonging to the same system shall be treated as belonging to that part of the system terminating at St. Louis or East St. Louis.

2. Cars belonging to roads not terminating, or not running their own trains to and from St. Louis or East St. Louis, must be carded by the line delivering the loaded car for return to that line, or for delivery to the road which is the proper home route.

For this purpose a uniform card one and three-quarter inches square, made of stout fibre manilla paper, showing (a) the name of the road, (b) location, *i. e.*, St. Louis or East St. Louis, (c) date, (d) the number and initial, (e) the words "Return to" in large letters, (f) a blank space for the name of the railroad to which the car is to be returned, (g) space for place at which

car is to be returned, and (h) space for authority for return. One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original return cards are lost or removed, new cards showing the record are to be put on by any road delivering the car empty.

3. Empty cars when carded in accordance with Rule No. 2, delivered by one line to another at St. Louis or East St. Louis, shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept their return. Empty cars other than those included in Rules 1 and 2, that is, those that have not been handled under load, must be properly carded home, and the authority for the home movement shown.

A penalty of fifty cents per car will be assessed in favor of the intermediate line against the delivering line in case a return movement of an empty is necessary on account of error in carding.

Finally, the Committee will recommend a revision of Rule No. 8 of the Joint Inspection Agreement to cover empty cars as well as loads.

Joint Inspection Agreement Rule No. 8:

It is agreed that when trains are delivered on the Receiving Tracks of any of the companies, no *loaded* cars shall be set back to the delivering road, no matter what may be the condition of the car, except by order of the Chief Joint Car Inspector, or assistants. If necessary repairs can be made to car *while under load* to render it safe to run, such repairs shall be made by the receiving company, as ordered by the Chief Joint Car Inspector or assistants, who shall furnish an M. C. B. defect card covering such necessary repairs.

A. T. PERKINS,  
Chairman.

I wish to explain these rules a little further. I have here a cardboard representing the size of the card, one and three-fourths

inches square. The object in recommending a card of this size is that by placing one tack in the middle of this it is not readily detached or lost. The card used in Chicago, which is some three inches in diameter, is very apt to be torn off and lost. There was some little difference between the members of the Committee as to the proper place to put this card; it was a question of whether it should be placed on the end or side of the car. The Committee finally decided that it be put on both sides at the end of the needle beam, this subject to the approval of the Association, of course.

The first rule we recommend is practically in effect now, except that the right of returning such cars to the connection without previous arrangements through the medium of the Bridge or Ferry Companies has not been regularly recognized. The Bridge and Ferry Companies have always been very obliging in the matter of handling empties, even although they have not previously handled them under load, when they are asked to render this service for particular reasons; but it is hoped that in consideration of other matters that will be covered by these rules that they will return the cars when delivered to them without any new arrangements being made for it.

The second rule, I think, explains itself pretty thoroughly in regard to the matter of carding, but Rule 3 is intended to cover cases somewhat like the following: The M. & O. R. R. delivers a car under load to the C. B. & Q. R. R. for St. Paul at East St. Louis, the car is forwarded, and taken south out of St. Paul by the C. M. & St. P., who probably deliver the same to the Wabash, who bring it into St. Louis. The Wabash would, under the present arrangement, have some difficulty in disposing of that car; under the old arrangement it would have to go back to the C. M. & St. P., and so on back over the route it traversed under load, but, under these rules, if the Wabash, knowing that the proper home route for that car would naturally be the M. & O. Road, made arrangements with them to accept it, it would simply note on the blank space on this card either the record of the M. & O. in delivering the car to the

C. B. & Q., or else the initials of the Superintendent of the M. & O. who had agreed to accept the car. However, if the agent of the M. & O. did not think he had the proper record on the car, he would find out where that authority came from before returning, or refusing to accept the car, and this would be readily ascertained by means of information shown on the card.

The penalty shown in the second paragraph of this rule seemed to the Committee to be very fair. Otherwise, yard clerks might be very careless in looking for records on doubtful cars and insert what they thought to be the proper routing of car and give it to the connection where it might not belong, necessitating return of same. We recommend this in order to provide against the Bridge and Ferry Companies being imposed upon in this manner, and it seemed to us proper that at least a nominal charge should be assessed in order to reimburse the intermediate connection for the operating expense.

President: You have heard the Committee's report and explanation made by the Chairman, what is your pleasure, gentlemen?

Mr. Rearden: I move its adoption and that the Committee be discharged.

Seconded by Mr. Graves.

President: Before discussing this report, I wish the Secretary would read a communication just received from Mr. Beecham, wherein he makes a number of suggestions which should receive our consideration, and perhaps will assist us in a better understanding of this question.

Secretary: Under date of June 10, Mr. Beecham writes as follows:

June 10, 1897.

Mr. F. E. Anderson,

Sec'y Central Association Railroad Officers,  
St. Louis, Mo.

Dear Sir: I am sorry I can not recommend the rules your Committee is going to recommend; that is, not exactly in the shape in which they have come to me.

The first rule, as remodeled by the Committee, is of doubtful meaning; I refer to this: "It is understood that cars foreign initials belonging to the same system." The word "foreign" should be stricken out and the word "various" substituted therefor, because foreign applies to cars belonging to roads having no terminus in St. Louis or East St. Louis, as, for example, C. M. & St. P. cars, whereas "various initials," as shown in the original draft of rules framed by me, include all cars belonging to any system terminating in St. Louis or East St. Louis. For instance, the Vandalia System, which owns cars marked T. H. & I., St. L. V. & T. H., T. H. & I., and T. H. & P.; they are only correctly designated as cars of "various initials belonging to the same system."

The wording of Rule No. 2 has been changed somewhat, but not very materially. However, that part of the rule that describes the card to be used is, in my judgment, too voluminous, and can be better described by printing in the circular a facsimile of the card.

The size of the card as recommended by the Committee is too small. I think a card from two to two and one-half inches square is the proper thing.

What is meant by "placing the card on the needle beam" is something that I am unable to understand. I suppose that is a local car inspector's term for describing some part of a car. I think, however, that the proper place to put the card is on the side of the car at a reasonable and convenient height for the man who does the tacking. The cards should be used and should be placed where the doors in opening will not rub them off. There are many reasons why the card should be placed as I describe, but I will not have time to go into that. Presume likely it will occur to some of the gentlemen who are present.

To my mind the incorporation in the rules of "A penalty of fifty cents per car will be assessed in favor of the intermediate line against the delivering line in case a return movement of an empty is necessary on account of error in carding" is very objectionable and will probably not pass. I have found in my

experience that a penalty attached to matters of this kind is like flaunting a red flag before a mad bull—you had better be on the other side of the fence when you do that or you are liable to get tossed.

So far as the revision of Joint Inspection Rule 8 to include empty cars, that should be done, but inasmuch as M. C. B. Rule No. 2 fully governs the interchange of cars between railroads, it seems to me that that rule should be incorporated in your rules, or at any rate attention should be called to it.

In conclusion I would say that I have made a draft of rules which I herewith submit for the consideration of your Committee. I hope I may be excused for saying that the experience I have had in these matters warrants me in making these suggestions.

I write as above because I will not be able to attend the meeting, as I am going out of town.

Yours truly,

W. E. BEECHAM,

Car Accountant.

St. Louis, Mo., June 10, 1897.

To Members:

Following please find draft of rules which the Committee in regard to the proposed interchange of empty cars at St. Louis and East St. Louis will recommend at the next meeting of this Division, June 11, 1897:

1. Empty cars belonging to roads terminating at St. Louis or East St. Louis shall be returned direct to the owners. The initials of the cars shall be proof of ownership. No other marking or carding will be required. Cars of various initials belonging to the same system shall be included in the above.

2. Cars belonging to roads not terminating, or not running their own trains to and from St. Louis or East St. Louis, must be carded by the line delivering the loaded car for return to them, or for delivery to that road which is the proper home route.

For this purpose a uniform card two and one-half (2½) inches square, of stout fibre manilla paper (color red), lettered as follows:

FROM	
C. P. & ST. L. R. R.	
AT E. ST.	
CAR NO. ....	IN ....
RETURN THIS CARD EMPTY	
TO .....	RY.
OR LOAD FOR E.	

One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original cards are lost or removed, new cards showing proper disposition to be made of car must be put on by road having possession of it before making delivery to a connection.

3. Empty cars, when carded in accordance with Rule 2, delivered by one line to another at St. Louis or East St. Louis, shall be accepted and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts and has consented to accept of their return.

Finally, the Committee would call attention to M. C. B. Rule No. 2, which reads as follows: "Cars offered in interchange must be accepted if in safe and serviceable condition, the receiving road to be the judge in cases not provided for in Rule 3," and would recommend a revision of Rule 8 of the Joint Inspection Agreement to cover empty cars as well as loads.

Joint Inspection Agreement Rule No. 8:

It is agreed that when trains are delivered on the receiving tracks of any of the companies, no *loaded* cars shall be set back to the delivering road, no matter what may be the condition of car, except by order of the Chief Joint Car Inspector, or assistants. If necessary repairs can be made to car *while under load* to render it safe to run, such repairs shall be made by the receiving company, as ordered by the Chief Joint Car Inspector, or assistants, who shall furnish an M. C. B. defect card covering such necessary repairs.

F. E. ANDERSON,

Secretary.

B.

Mr. Perkins: I wish to say that the word "foreign" is a misprint for "various" made by my stenographer. [Correction in report submitted by Committee made accordingly.]

Here Mr. Garrett called the Committee's attention to the fact that the Wabash had terminals on both sides of the river, and that cars delivered from the east side to the Iron Mountain might, under these rules, be delivered to the Wabash on the west side, necessitating extra handling and expense. The discussion brought out the fact that according to the Committee's intention cars delivered by the Wabash on the east side would be returned to them on the east side and cars delivered on the west side returned to them on the west side, unless otherwise arranged, the cars in either case being considered the same as those delivered by roads having but one terminus at St. Louis and East St. Louis.

Mr. Sands: I would like to ask if the present arrangement is not entirely satisfactory?

Mr. Garrett: It is, so far as the Wabash is concerned. Mr. Adams could better enlighten you upon the subject, however.

Mr. Adams: That particular point did not come up. These rules and regulations are more to cover the movement of foreign cars than cars belonging to lines terminating at St. Louis and East St. Louis.

It seems to me that the wording of this could be changed to read "that cars delivered by roads having termini on both sides of the river should be returned to the terminal received from, unless otherwise specially arranged." We would not accept cars on the west side that had been delivered by the east side line, and vice versa, unless we were short of such equipment offered, and it was arranged specially.

The card submitted is only intended for foreign cars; in the case of St. Louis roads the initials should be proof of ownership, that is, to save carding, and section one refers entirely to roads terminating at St. Louis and East St. Louis, and section two to cars that belong to roads that have no terminals here.

President: Mr. Perkins, the Burlington has terminals on both sides of the river, how are we going to be affected?

Mr. Perkins: I have considered that matter and believe it could be handled very satisfactorily under our present arrangement. I do not know that there is any objection to an amendment being offered to that rule to read:

"Except that cars belonging to roads having termini in both St. Louis and East St. Louis shall, unless otherwise requested by owners, be delivered on that side of the river on which they were received."

But I do not see that the Burlington would have any difficulty with the rules as they stand. I think an amendment of this kind to rule one would cover the case.

Mr. Rearden: I will say for Mr. Sands' benefit that possibly he was not here when Mr. Beecham started the ball to rolling. It was for the benefit of the lines not having termini in St. Louis and East St. Louis, and he presented statistics showing that cars had suffered the "shuttle-cock process" in the St. Louis and East St. Louis terminals.

I think I will recommend an amendment to that Rule No. 1, as stated by Mr. Perkins, Chairman of the Committee. This is done to accommodate the Wabash and other lines having termini on both sides of the river.

Secretary here read the proposed amendment given above.

President: It seems to me that Mr. Beecham has suggested something worthy of consideration; more than we can take up without giving the matter some little study, and, furthermore, we have word from several of the lines not represented today that they are not prepared to act; that the report of Committee has been in their hands for so short a time and it is not exactly in the form they wish it. Perhaps if this entire subject was referred back to the Committee to bring out the points that have been discussed here today and cover them we would make better progress, this is not a subject which should be hastily passed upon, but one which requires careful consideration and all of its proposed features scrutinized and fully adjusted before it should be adopted.

Mr. Parker: I would like to bring up the question as to the size of the card, as touched upon in Mr. Beecham's letter.

Mr. Perkins: In the first place this carding takes some additional work on the part of the yard clerk, and in order to make it as perfect as possible we recommended the size card mentioned in our report, one tack being amply sufficient to secure the card, and it would be much less liable to be lost than a card of larger dimensions. The card will be placed in a position where the yard clerks and men will look for it, and it need not be larger in order to be discerned.

Mr. Parker: It occurs to me that the size card recommended is entirely too small to be filled out intelligently by the average yard clerk.

Mr. Perkins: I wish to state that the Burlington has in use a card slightly smaller than that; the yard clerks fill it out very satisfactorily.

Mr. Hamilton: In my opinion the sample card is too small. I think a card of about two inches in diameter would work very well.

Mr. Baulch: Has the Committee taken into consideration the time it would consume to card a car on both sides? On the terminals we are expected to handle cars very promptly, and it would take considerable time to card the cars.

McChesney: I offer as an amendment to the motion that the question be referred back to the Committee for further consideration.

It seems to me that the Committee has had questions brought to their notice that they had not considered before, and possibly with a little more time they can meet the views expressed and formulate a report that would be satisfactory to every one.

This motion was seconded by Mr. Parker, and Mr. Rearden withdrew his original motion with the consent of his second.

Mr. McChesney's motion was thereupon put and carried.

President: I think it would be well if the Committee could give us its report as early as possible in order that we could give the members copies so that they may take the matter up and be prepared to act at our next meeting.

#### **New Business.**

Secretary: I have letter from Secretary Fetter of the Central Association as follows, dated May 15:

Please note attached application of the Superintendents of the Kansas City Railroads for Division membership in the Central Association of Railroad Officers. I am directed by the President, Mr. L. E. Johnson, to submit the same to all Divisions for vote thereon.

Kindly advise result, and oblige,

Yours truly,

O. G. FETTER,

Secretary.

Application:

Kansas City, Mo., April 22, 1897.

Mr. O. G. Fetter,

Sec'y Central Association of Railroad Officers,  
Cincinnati, O.

Dear Sir: At the meeting of the Association of Superintendents of Kansas City Railways, held April 14, 1897, a resolution was adopted favoring the application of our Association

For membership in the Central Association of Railroad Officers.  
Will you please refer this application to the Executive Committee and advise me of their action?

Respectfully,

B. H. GARRIGUES,  
Secretary.

President: In accordance with the rules of the Central Association, applications for membership as a new division must be acted upon by the various divisions.

Mr. Parker: I move that we accept the Kansas City Association of Superintendents as a division member of this Association.

Seconded. Carried unanimously.

President: We have with us today a large representation of the Wabash, and think that a few remarks from Mr. Garrett would be in order.

Mr. Garrett: I think that Garrett has said about all today that he should. Perhaps Mr. Kinsman could give you something.

Mr. Kinsman: I have nothing particular to say, except that I think you have done a wise thing in passing this matter of interchange of cars over to the next meeting; I think it is a matter that will bear a great deal of consideration before you act.

Mr. Eiche: I did not come down here today to do any talking, or to express my views. We inspected the St. Louis and East St. Louis terminals this morning, and were very much pleased to see how you did business here.

As to the rules you have before you, gentlemen, I believe they are a move in the right direction. The question was agitated in Chicago a year and a half ago, and it received attention at first at the hands of the Local Freight Agents' Association. Mr. Beecham, of the C. M. & St. P., took quite an interest in the matter, and it was through his assistance that the rules now in force were formulated and adopted. Previous to the adop-

tion of these rules the Chicago terminals were, I believe, about the worst in the country, but since their adoption we have had but little trouble. Under the old arrangement a car would be handled somewhat as follows: The C. M. & St. P. would deliver an Ill. Cent. car to the C. B. & Q., who would deliver it to the Wabash. When empty the Wabash would have to deliver the car to the C. B. & Q. at an expense of 75c., and the C. B. & Q. to the C. M. & St. P. at an expense of 75c., making \$1.50 for the empty movement, whereas, under the new rules, the Wabash would deliver the car direct to the Illinois Central at an expense of but 75c., thus making a saving of 75c. This was about the manner in which cars were handled in Chicago, and under the present arrangement the delay is also done away with to quite an extent.

In relation to carding cars, that should be done on both sides. All cars interchanged between the various lines in Chicago are required to be carded on both sides, as it is necessary on account of the switching crews working on different sides of the train in various localities, and it would occasion too much lost time for the men to have to go to the opposite side of the train at which they were working in order to find what the carding on the car was, thus wasting considerable time, and, gentlemen, I consider that you can not do better than to adopt these rules.

Mr. Perkins: I would like to ask Mr. Eiche's opinion as to the size of the card.

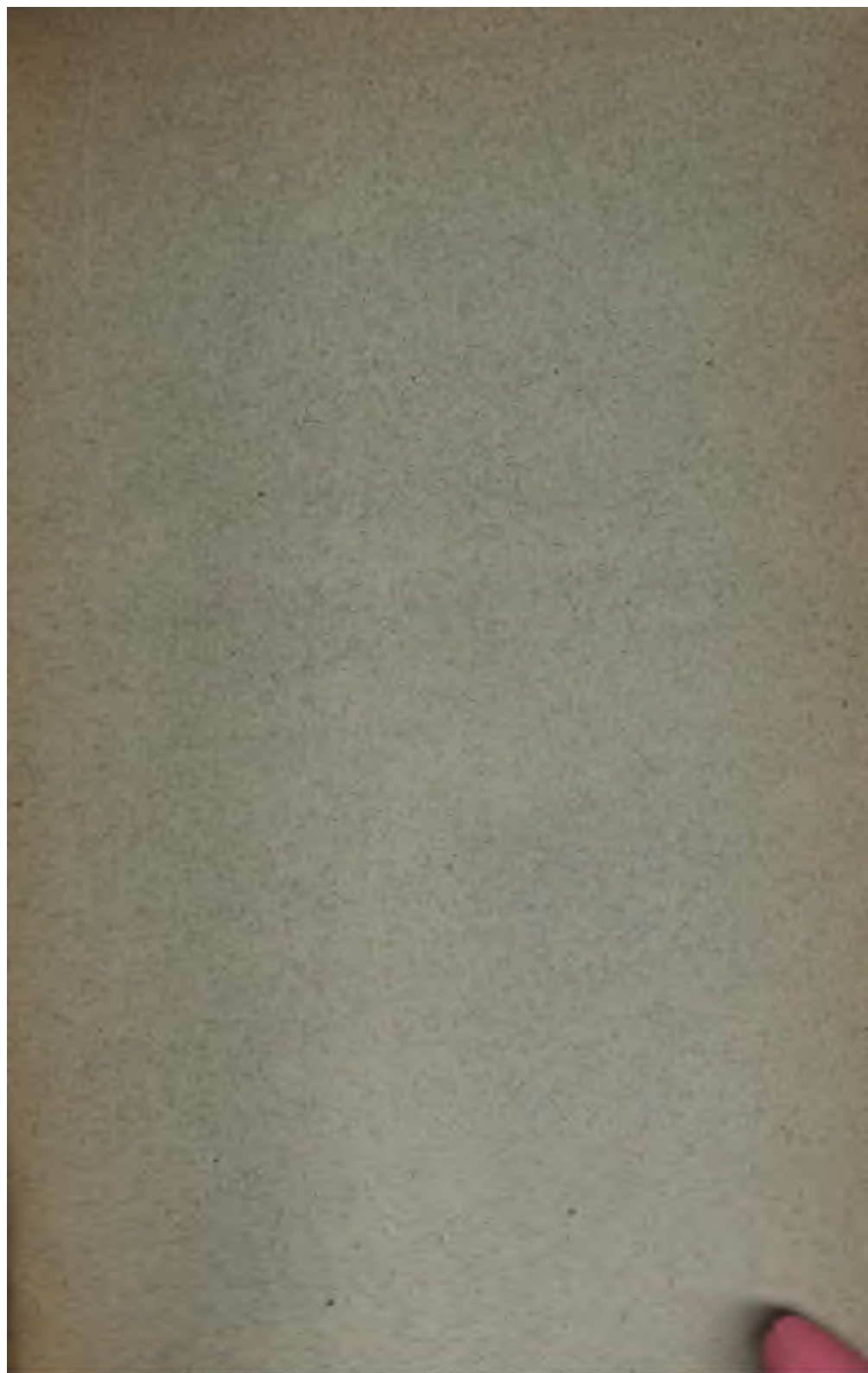
Mr. Eiche: I would be in favor of a large card. The card used in Chicago is about 2½ by 3 inches.

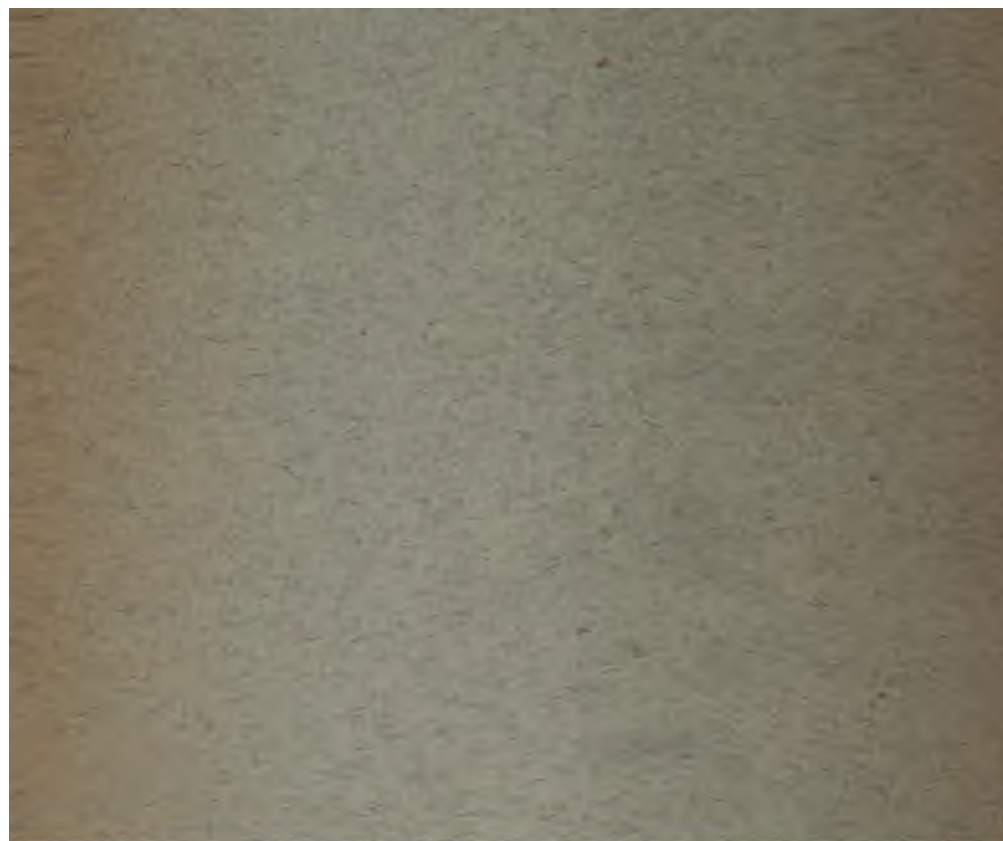
Mr. Rearden: I would like to urge upon the Committee the recommendation of a larger card than that which has been passed around here, and I think Mr. Baulch will withdraw his objection when he finds out how little carding his company will have to do.

Upon motion the meeting here adjourned.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.





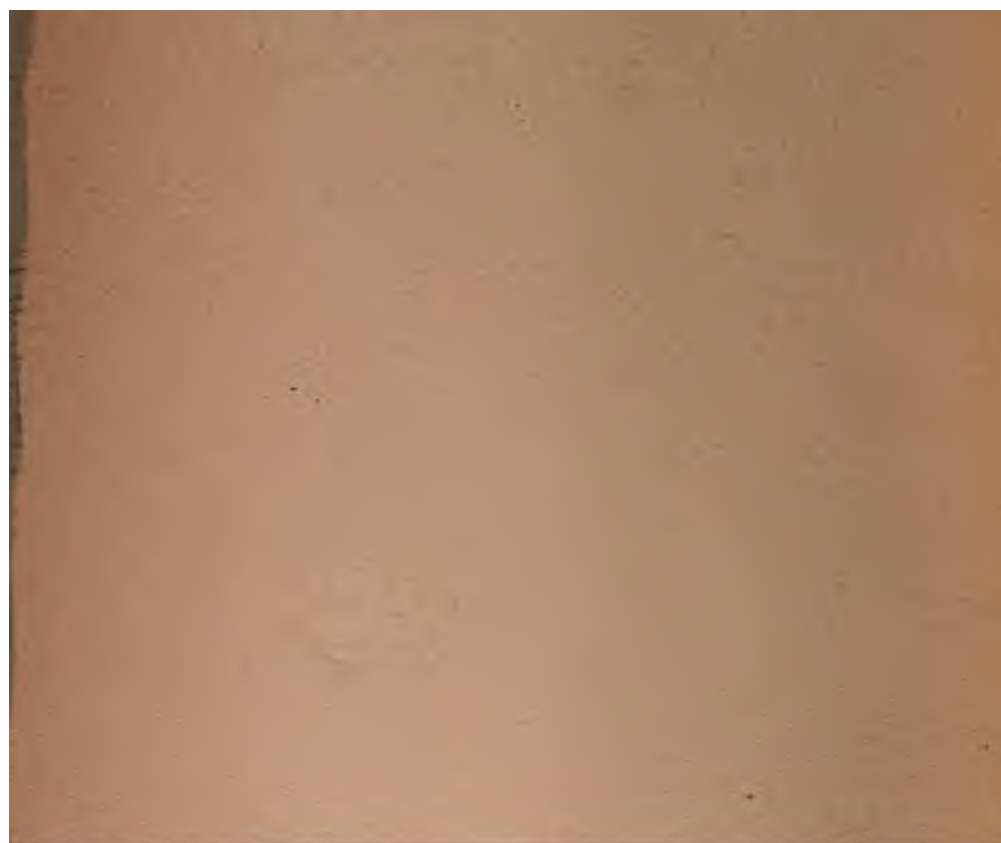
**Central Association**  
... of ...  
**Railroad Officers**  
**Proceedings.**

 **JULY.** 

**Central Association.**  
**Cincinnati Division.**      **Toledo Division.**  
**Indianapolis Division.**      **Peoria Division.**  
**Columbus Division.**      **St. Louis Division.**  
**Kansas City Division.**



**1897.**  
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**Cincinnati, O.**



CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



CENTRAL ASSOCIATION . . . . .	July 20th and 21st.
CINCINNATI DIVISION . . . . .	July 13th.
INDIANAPOLIS DIVISION . . . . .	July 10th.
COLUMBUS DIVISION . . . . .	
TOLEDO DIVISION . . . . .	
PEORIA DIVISION . . . . .	
ST. LOUIS DIVISION . . . . .	July 9th
KANSAS CITY DIVISION . . . . .	July 14th.



1897.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

# DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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D. S. SUTHERLAND..1st Vice-Prest.  
BENJ. McKEEN.....2d Vice-Prest.  
O. G. FETTER.....Secretary-Treasurer.

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F. E. ANDERSON.....".....St. Louis "  
.....".....Kansas City "

## CENTRAL ASSOCIATION.

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The Annual Meeting of the Central Association of Railroad Officers, comprising the Cincinnati, Indianapolis, Columbus, Toledo, Peoria, St. Louis and Kansas City Divisions, was held in Parlor "O," Hotel Cadillac, Detroit, Mich., July 20 and 21, 1897.

Meeting was called to order at 9:30 a. m., July 20, 1897, with Vice-President D. S. Sutherland in the Chair.

The following lines were represented:

Ann Arbor Ry. ....	W. F. BRADLEY.....	Sup't.
" .....	M. D. FOHEY.....	T. M.
B. & O. Ry. ....	J. H. GLOVER.....	Sup't.
B. & O. S-W. Ry. ....	W. H. BRIMSON.....	Sup't.
" .....	H. C. BARNARD.....	Sup't.
C. C. C. & St. L. Ry....	G. W. BENDER.....	Sup't.
" .....	J. R. CAVANAUGH.....	Sup't C. S.
" .....	C. S. RHOADS.....	Sup't Tel.
" .....	F. M. LAWLER.....	M. M.
" .....	J. C. NELSON.....	E. M. W.
C. B. & Q. Ry. ....	W. G. BESLER.....	Sup't.
" .....	W. B. THROOP.....	Sup't.
C. H. & D. Ry. ....	R. B. TURNER.....	Gen'l Supt.
" .....	A. GALLOWAY.....	Sup't.
" .....	S. B. FLOETER.....	Sup't.
" .....	C. H. CORY.....	Sup't M. P.
" .....	G. H. WALDO.....	Sup't C. S.
" .....	C. A. WILSON.....	C. E.
C. H. V. & T. Ry.....	M. S. CONNORS.....	Sup't.
C. J. & M. Ry.....	J. B. FLANDERS.....	Sup't.
F. & P. M. Ry.....	W. D. TRUMP.....	Gen'l Supt.

I. D. & W. Ry.....	GEO. H. GRAVES.....	Sup't.
K. C. F. S. & M. Ry...	H. S. MITCHELL.....	Sup't.
L. & N. R. R.....	LEWIS HOOD.....	Sup't.
M. C. R. R.....	D. S. SUTHERLAND.....	Sup't.
P. & P. U. Ry.....	F. L. TOMPKINS.....	Gen'l Su <b>pt.</b>
P. & E. Ry.....	J. W. RILEY.....	Sup't.
" .....	C. A. PAQUETTE.....	E. M. W.
St. L. & S. F. Ry.....	J. A. MANTOR.....	Sup't.
St. L. K. C. & C. Ry...	W. M. MITCHELL.....	Manager.
T. & O. C. Ry.....	T. F. WHITTELSEY.....	Gen'l Supt.
Wabash R. R.....	E. A. GOULD.....	Sup't.
" .....	G. C. KINSMAN.....	Sup't Tel.
Vandalia Line.....	BENJ. MCKEEN.....	Sup't.
" .....	F. L. CAMPBELL.....	T. M.

VISITORS: J. D. Berry, Sup't Car Service, Columbus, O. ;  
Wm. Grogan, Sup't Car Service, Toledo, O. ; A. J. Elliott,  
Sup't Car Service, Peoria, Ills. ; W. M. Prall, Mgr. Car Service,  
St. Louis, Mo.

Chairman: First business in order will be the calling of  
the roll.

The Secretary called the roll, and a quorum was declared  
present.

Chairman: Before we proceed further, would like to have  
the Secretary read letter which he has from President Johnson.

Secretary read letter as follows:

Roanoke, Va., July 16, 1897.

Mr. O. G. Fetter,

Secretary Central Ass'n of Railroad Officers.

Dear Sir: Replying to yours of July 14th.

You can make report to the meeting as to why the subject  
assigned to the Cincinnati Division was not presented.

I will not be present at the meeting, having just accepted  
position of General Superintendent of the Norfolk & Western  
Railway; and owing to labor conditions in our territory, it

would not be advisable for me to leave the line. I wish you would notify Vice-President Sutherland to this effect, and tell him to prepare his little speech; that he will have to act as Chairman of the meeting.

Yours truly,

(Signed) L. E. JOHNSON.

Chairman: I will not trouble you with any little speech, as suggested by President Johnson. All that I want to say is that we are very sorry that Mr. Johnson is not here, and it rather makes a double-barrel arrangement for me, as I was appointed as representative of the Detroit Association to show you what we have here, and would like to say a few words in that connection. We do feel proud of the city of Detroit, and hope we will make you feel the same before you leave for home, and think that you will after you have enjoyed all the privileges we have here. We do not think many other cities have as many attractions as we have. Perhaps those who like a hustling city like Cincinnati or Chicago will not like Detroit, but all I wish to say now is that we have a plain, unostentatious city, and a home city, and if you will enjoy that we will make your visit a pleasant one while here.

As the minutes of the previous meeting have been printed and distributed to the members, unless there is a call for the reading of same, we will let them stand approved as printed.

Secretary: At the meeting of the Executive Committee, held at Cincinnati last February, I was directed to take up with the American Railway Association the matter of adopting the Railway Equipment Register as official; was also directed to take the matter up with the various Divisions of this Association and have them forward a resolution to the American Railway Association. Have reply from the Secretary of that Association, as follows:

The American Railway Association.

New York, June 28, 1897-

Mr. O. G. Fetter,

Secretary Central Ass'n of Railroad Officers.

Dear Sir: Referring to your letter of April 16, in reference to the action taken by the Central Association of Railroad Officers, concerning the Railway Equipment Register, and in further answer thereto, I would state that if your Association desires any action taken by the American Railway Association on this subject, it would probably facilitate the matter if the resolution should be forwarded direct to the Committee on Car Service of the American Railway Association.

Yours truly,

W. F. ALLEN,  
Secretary.

Chairman: What action did you wish to take in regard to this matter?

Mr. Bradley: I move that a Committee of three be appointed to formulate a resolution to be forwarded to the American Railway Association.

Seconded by Mr. Connors.

Mr. Brimson: I would suggest that the Committee that is appointed at this meeting confer with the Committee on Car Service of the American Railway Association, and remain a Standing Committee until the question has finally been decided upon by the American Railway Association.

Mr. Glover: I would second the suggestion of Mr. Brimson.

Mr. Bradley: With the consent of Mr. Connors, I will accept the amendment as offered.

The amendment was accepted by Mr. Connors, and on vote the resolution as amended was adopted unanimously.

Chairman: I will appoint as that Committee Mr. Connors, Mr. Whittelsey, and Mr. Flanders.

Secretary then read the following communication:

Library of the  
Leland Stanford Junior University.

Stanford University P. O., Cal.,  
March 24, 1897.

Mr. O. G. Fetter,

Secretary Central Ass'n of Railroad Officers.

Dear Sir: I desire to call your special attention to the enclosed circular relating to the Hopkins Railway Library. We would be pleased to receive a copy of your constitution, annual reports, papers, etc. Our aim is to be complete and up to date. From the title of your organization I judge that your proceedings include some very valuable papers. If your Association has a library we would be pleased to send one of our catalogues, which offers a fine classification of railroad literature.

Yours very truly,

F. S. HOWARD,  
Ass't H. R. L.

Chairman: What is your pleasure in this matter?

Secretary: Will say for the benefit of those present, that upon instructions I have never distributed proceedings to anyone not member of this Association.

Mr. W. M. Mitchell: I move that copies of our proceedings be furnished as requested.

Seconded and on vote adopted unanimously.

Chairman: Next we will hear the report of the Committee on "The Pooling of Railway Freight Equipment."

Mr. Cavanaugh: As Chairman of that Committee I will say that your Committee have been unable to hold a meeting during the past year, although the chairman has made several calls for meetings, all of which amounted to nothing. I was in hopes that I could get the Committee together this morning, before the meeting went into session, and formulate our report. Under the circumstances, as Chairman of the Committee, I offer the following in place of the Committee's report:

The various sub-committees have reported to the different Divisions of our Association, as per proceedings printed and distributed each month, and while the majority of our members do not believe the pooling of freight car equipment practical, there are many who think it entirely practical and possible, and as father of the plan proposed I think some such arrangement will be in operation inside of the next ten years, and I would therefore recommend continuing the subject for another year, with the understanding that the old Committee be discharged and a new one appointed.

Mr. Galloway: I move that the report of Mr. Cavanaugh be accepted and acted upon.

Seconded by Mr. Brimson and carried.

Chairman: Would say right here, gentlemen, that a great deal of our annual business is ruined by reports of this kind. Committees appointed never get together, and, consequently, no action is taken and a great deal of the good of these meetings is wasted by such reports. I think that members when appointed on Committees should get together and make report, and do something instead of having matters passed from year to year in this manner.

Will appoint as that Committee Mr. Cavanaugh, Mr. Bender, and Mr. Riley.

Next will be the report of the Committee on Train Rules.

Mr. Bender: Mr. President, and Gentlemen! Not knowing the scope of the Committee, I wrote to Secretary Fetter in October, 1896, and he replied that there was nothing in the minutes to define the action of the Committee.

I then corresponded with Mr. L. E. Johnson, President of the Central Association, who suggested that I take the matter up with the Train Order Committee of the American Railway Association, which was done after hearing from the other members of our own Committee, Mr. A. L. Mills and Mr. J. W. Dawson, and getting their concurrence in that course.

On January 15, 1897, I wrote to Robert Pitcairn, Chairman of Committee on Train Rules of the American Railway Associ-

ation, asking him what, if any, suggestions or criticisms his Committee would like on the subject. I received an answer March 3, 1897, from Mr. Wm. F. Allen, Secretary of the American Railway Association, advising me how to handle the subject so as to conform with their practice and rules, which line of action was followed in order to get it before their Committee in proper shape.

On April 3, 1897, I received a letter from W. F. Allen, Secretary, saying that the matter had been submitted to the Committee on Train Rules of the American Railway Association, and that Committee replied that if our Association takes any action in regard to train rules which they desire to submit to the Committee of the American Railway Association, instead of sending it to the Committee as from the Association, it should be forwarded in the following manner. For instance: if the Central Association takes up a train rule for consideration and decides that an amendment is necessary its proceedings should be laid before the Committee by some member of the American Railway Association, acting for the Central Association. They hold to this order of proceedings because there are members of the Central Association who are not members of the American Railway Association, and the Committee on Train Rules of the latter Association has decided that it could not consider questions presented to it by those who are not members of the American Railway Association. This practically left your Committee with nothing else to do but report back to our Association the fruitless results of our attempts to get anything before the American Railway Association Committee under our present methods. According to the Ruling of the American Railway Association Committee, a matter such as this would have to be acted upon by the Central Association, and presented as they prescribe before it would be entertained.

In conclusion, The Railroad Gazette of July 2, 1897, containing a report of the proceedings of Train Dispatchers' Convention, had a small article, saying that the Train Rule Committee of the American Railway Association is engaged in

revising the standard code of rules, and that when the rules for the movement of trains by telegraphic order are reached, the Committee will be glad to receive from the Dispatchers' Association its criticisms upon the past working of the code rules and suggestions as to their improvement and amendment, and also as to additional forms of orders thought advisable.

This will probably attain the same results intended by our Association.

Chairman: What is your pleasure in regard to this report?

Mr. Galloway: I move that the report of the Committee be accepted and spread upon the minutes.

Seconded and carried unanimously.

Chairman: There is still another Committee to report, and that is the Committee on Entertainment. Am sorry to say, but will have to make the same report for the Committee as our friend Cavanaugh had to make for his Committee. The entertainment, however, has been prepared as the programmes will show. We will have a ride on the lake to St. Clair Flats this afternoon, with supper at the Rushmere Club. Will say further that while the gentlemen are taking a trip around the Terminals of Detroit tomorrow morning, I have arranged an entertainment for the ladies in the shape of a four-in-hand ride around the city and out to Belle Island, to leave the hotel at 9:30 a. m.

It was moved and carried that the report of the Committee be received.

Chairman: Next on the list is new business.

Secretary: I am requested by President Johnson of this Association to make a report for the Cincinnati Division in regard to the paper assigned to that Division. On account of Committeeman of that Division, Mr. Geo. W. Lewis, being called away suddenly, and the time being limited to such extent that it will be impossible to finish the paper selected for the Cincinnati Division to present at this meeting, that this Division ask to be excused from presenting a paper this year, and ask to have the same subject carried over for a paper to be presented at the next annual meeting.

Mr. Whittelsey: I move that the report of the Secretary for the Cincinnati Division be accepted and time granted until the next annual meeting for this report.

Seconded and on vote carried.

Chairman: Next in order will be the paper prepared by Mr. A. Mendenhall on the "Advantage of the Tonnage Rating of Trains to this Division."

Mr. Mendenhall not being present, Mr. Conners read paper prepared on this subject:

### **The Advantage of the Tonnage Rating of Trains to this Division.**

BY A. MENDENHALL, ASS'T TRAINMASTER P. C. C. & ST. L. RY.

The common carrier in some form has been in existence ever since man has shown a disposition to travel or to engage in traffic.

Beginning with the traditional methods of carriage or transportation in the Dark Ages, the primitive methods in the Mediæval Age, and on through later centuries to the Modern Railway created by the Stephensons when they built their locomotive "Rocket" in 1830, to the first locomotive of the modern type, invented by Henry R. Campbell in 1836, and so on down to the present magnificent equipment of our railroads, each in turn has been all that intelligence and inventive genius could produce, and in a manner supplying the wants and demands of the traffic of the time.

With the production of the powerful and speedy locomotive of the present age we have, as it were, a complete verification of the remarkable prediction made by Erasmus Darwin in a poem published in 1781, which reads:

"Soon shall thy arm, unconquered Steam, afar  
Drag the slow barge, or drive the rapid car."

Notwithstanding all that has been accomplished in this line by the inventive genius of man, the matter of freight transportation remains a vast one, fraught with difficulties, and with new complications arising daily, which have to be met and conquered.

One of the important problems now demanding attention on all

railroads is Economics, and one of the most essential features of economics as applied to railroads is economy in power, that is, to get all the available service out of the locomotives, as powerful as they are, in the most economical manner, and this, we believe, can best be secured by the equalizing of trains on the tonnage basis.

By the tonnage basis is meant the system of rating trains by its weight expressed in tons, instead of by the number of cars to be hauled. A theoretical idea of the hauling capacity of a locomotive may be obtained from expressing the various resistances in a mathematical form, but we believe a more correct idea, in fact, a very accurate one and all that is actually required, can be obtained by making tests on different parts of the road where different physical conditions exist, and thus exclude all complicated problems suggested by algebraic formulae. These questions, however, are not within the sphere of this paper, to which has been assigned the subject of "The Advantage of the Tonnage Rating of Trains to this Division."

Previous to the adoption of the tonnage method of rating trains on the Pittsburg Division, in November, 1894, trains between Pittsburg and Dennison were rated on a car basis from a schedule of rates prepared by Mr. P. A. Bonebrake, then Chief Train Dispatcher, and Mr. Patrick Walsh, Road Foreman of engines, and by Mr. J. W. Ansel, Trainmaster, and Mr. Patrick Walsh for trains between Dennison and Columbus.

These gentlemen having had years of experience in handling trains were well equipped to put into effect a schedule as accurate and as practicable as could be made on the car method of rating, and I quote a few of the important points therefrom, viz.:

"These rates are based on standard cars of heavy freight, such as coal, coke, railroad iron, ore, and sugar."

"For every five cars of light freight one load may be added."

"Two empty flats, or gondolas, will be rated as one load."

"Five empty box or stock cars, or four empty Armour cars, will be rated as three loads."

I have not the data from which to make a comparative statement of the train and car mileage of any one year under the car

method of rating with that of the same period of time under the tonnage method, and as the conditions of traffic were unquestionably more favorable to a higher average in cars or tons per train in 1892, '93, and '94 than during the past two years of depression in business, accompanied with a very fair east-bound loaded movement, and an extremely light west-bound loaded movement, I will simply confine this paper to a general discussion of the two methods, with comparisons of facts and figures taken from the actual business from time to time.

It might be well to give here a brief statement of the defects in the car method as discovered on the Pittsburg Division. The actual tonnage of seven consecutive trains leaving Pittsburg was obtained, with the following results: The weight of lading in one train was 614 tons, light weight of cars, 310 tons, a total of 924 tons. This train stalled on a 1 percent grade at Sheridan and set off five loads, or 250 tons. Another train had in lading 332 tons and in light weight 318 tons, a total of 650 tons, or twenty tons less than the present rate. A third had 230 tons lading and 298 tons light weight, a total of 528 tons. Three of the remaining trains had about 511 tons each, and the seventh train had 478 tons. Six of these trains had 20 cars each, and the seventh train had 21 cars. There was a total of 4113 tons less 250 tons set off at Sheridan, or 3863 tons hauled by seven trains, and which on the tonnage method would have been moved by a fraction less than six trains. These figures have since been verified by taking lists of trains and rating them on the car basis. Recently a train of 14 loads had 676 tons, and a train of 24 loads had 662 tons, all classed as slow freight, and on the car basis of rating the first train with 20 such loads would have stalled at Sheridan and set off six loads, and the second train would have run 4 loads light. By the car method of rating, 20 loads out of Pittsburg would equal 33 empty box cars, which at an average light weight of .15 tons per car would make a train of 495 tons, 175 tons, or 12 cars, less than the rate on the tonnage basis. In rating trains where it is desired to haul all the tonnage possible over all parts of the road and make quick time, it is impossible to assign a specified number of cars and meet the requirements, as, for example, on the 1 percent grade east of

Collier our PH 2, 4, 6, 8 & 10 vary from 22 to 27 cars on a 670 ton rate.

As to what has been accomplished by the rating of engines on the tonnage basis, the conditions have been such as to enable us to form only an approximate idea. Having made a thorough test of engines on the 1 percent grade between Collier and Dinsmore, we are enabled to make a practical rate between Pittsburg and Collier. The rate for engines on other parts of the road was made on the basis of a train of coal, 35 tons gross weight per car, as, for example, 35 cars of coal, the weight of which was known to be 1225 tons, was found to be about the maximum train between Dennison and Newark. For trains of loads this rating is perhaps as accurate as could be derived from a series of tests, but trains consisting partly of loads and the balance of empty cars have shown a greater liability for stalling. This defect has recently been remedied by adding from 2 to 3 tons to the light weight of each empty car so that the stalling of trains has been greatly reduced, thereby avoiding the heavy strains on the engines. With full trains of *heavy* loads there is a slight decrease in the number of cars handled on the tonnage basis as compared with the car basis, owing to some extent to a desire to avoid having so many overloaded trains, and also to the gradual increase in the weight of cars and lading. The average increase in the weight of cars loaded with coal was one ton per car in 1895 over 1894, and nearly two tons per car in 1896 over 1895, while the many efforts made during the past two years to have cars loaded more heavily have no doubt increased the average tonnage per car. A comparison of 25 trains with full tonnage in loads, in August, 1895, with the same number of full trains on the car basis shows an average increase per train of 2 loads east of Collier,  $3\frac{1}{2}$  loads between Collier and Dennison, and 6 loads between Dennison and Newark, and a comparison of a greater number of trains in May, 1896, with trains in May, 1894, shows about the same result. This would indicate a gain of 10 percent to 12 percent in favor of the tonnage method of rating. On account of the 52 cars limit for trains, which was put into effect at the time the tonnage system was adopted (the limit increased to 70 cars on May 10, 1897), trains of empties, or trains consisting mostly

of empties, have much less than the full rate west of Colliers. In trains of empty gondolas this amounts to 32 cars less than full rate between Newark and Dennison, and 16 cars between Dennison and Collier. In trains of empty box cars it amounts to about 23 cars between Newark and Dennison, and 11 cars between Dennison and Collier. With Summer rates 34 box cars or 42 gondolas was the rate for trains east of Collier on the car basis, while on the tonnage basis 48 box cars or 52 gondolas (the limit) are hauled. Hence the gain by the tonnage basis over the car basis is considerable in the movement of empty cars between Pittsburg and Collier, while west of Collier where the gain should be much greater we have had a loss on account of the 52 car limit. On account of this limit and the introduction of so many special trains running with less than full rates, the maximum tonnage possible under the tonnage basis is greatly reduced. I give below a comparative statement of the rating of trains for 3,000 loaded cars, and also one for 3,000 empty cars which passed over this division within the past three weeks:

**3,000 Loaded Cars—Gross weight 46,477 tons.**

Method	Pgh. & Collier		Collier & Denn.		Denn. & Newark		Newark & Cols.	
	Trains	Train Miles	Trains	Train Miles	Trains	Train Miles	Trains	Train Miles
Car . . . .	150	5325	115	6567	83	5590	115	3795
Tonnage . .	136½	4828	103	5881	73	4922	103	3399

Total train mileage, car method, 21,277 miles.

Total train mileage, tonnage method, 19,030 miles.

**3,000 Empty Cars—Light weight 45,024 tons.**

Method	Pgh. & Collier		Collier & Denn.		Denn. & Newark		Newark & Cols.	
	Trains	Train Miles	Trains	Train Miles	Trains	Train Miles	Trains	Train Miles
Car . . . .	90	3195	69	3940	50	3365	69	2277
Tonnage . .	68	2414	57½	3288	43	2885	57½	1897

Total train mileage, car method, 12,777 miles.

Total train mileage, tonnage method, 10,484 miles.

In the above statements I have not included any cars handled in PG 1, PG 2, PH 1, & PH 3 trains, and have used the Summer rates for both methods. The tonnage shown is accurate, having been taken from the cars and way-bills and carefully computed. A large number of refrigerator cars have been included in the empty car tonnage, and were rated the same as empty box cars instead of 4 empty refrigerators to equal 3 loads, as required by the car method, and thus slightly reducing the actual gain by the tonnage method. A very careful analysis of the trains in which the 3,000 loaded cars were handled did not show any that would admit of more cars on the car basis than the rate used in the statement, while there were quite a number of trains that could not have hauled the rate in cars. For example, Engine 127 from Columbus, May 15, had 36 loads, or 1,250 tons, between Newark and Dennison. This was a heavy train on the car basis. The first 17 cars would have made a heavy train of 676 tons for east of Collier, or 3 loads less than rate on the car basis. Engine 10 had 42 loads, or 1,241 tons, 6 loads more than would have been given on the car basis. Engine 106, west from Dennison, had 27 loads, 20 refrigerators, 1 double-deck, and 1 box car, equal to 43 loads on the car method of rating, or 7 loads above the rate. Engine 145, east from Dennison, had 32 loads and 3 empty box cars, and would have been rated at  $33\frac{1}{2}$  loads by the car method, or 6 loads above the rate. The inability to always secure the exact tonnage on the tonnage method of rating trains is offset by the inability of the engines to always have the number of cars required by the rate on the car method, hence the above statements show a very accurate comparison in the rating of trains on the two methods, as taken from the actual business of the present time.

Between Collier and Dennison and between Newark and Columbus, where the rate is 890 tons, we add 2 tons to the light weight of each empty car; and between Dennison and Newark, where the rate is 1,250 tons, we add 3 tons to the light weight of each empty car; but I am strongly of the opinion that one ton added to each empty car in trains of 890 tons, and 2 tons in trains of 1,250 tons would be sufficient. I have formed this opinion from a close observation of the movement of trains, and from a test of engines

between the points above named. We know from making a test of engines on a track with severe curves and a 1 percent grade that there is no material difference in the handling of the maximum rate of 670 tons, whether in loads or empties, or in mixed trains; but I am convinced that in much heavier and consequently longer trains there is a slight difference in favor of the train of loads.

To recapitulate: The advantages of the tonnage rating of trains to this division are a saving of 10 or 12 percent in train mileage, or cost in conducting transportation where full rates for trains are used, the stalling of trains is greatly reduced, and by the equalizing of trains we avoid the overloading of one engine, while another engine may have much less than its rate in tonnage.

In the operation of trains it is impossible to make comparison between different railroads, because the conditions may not be the same; hence the advantages of the tonnage method of rating as indicated on this division may be increased or lessened on other railroads in proportion as they differ in the conditions bearing on the operation of its trains.

Mr. Bradley: I move that this paper be received and printed in the proceedings of this meeting:

Seconded and vote adopted.

After quite a lengthy informal discussion the following was offered.

Mr. Besler: I move that it be sense of this meeting that the tonnage rating of trains as compared with the car rating is the proper basis on which trains should be loaded.

Seconded by Mr. Connors, and carried.

Chairman: Next we will hear paper prepared on the subject of "Discipline," by Mr. T. F. Whittelsey.

### Discipline.

BY T. F. WHITTELEY, GEN'L SUP'T T. & O. C. RY.

No question associated with the operation of railways has been more prominent before railway officers during the past few years than that of the discipline of employees. The prominence grew out of the article by Mr. G. R. Brown, General Superintendent of the Fall Brook Railway, which appeared in "Locomotive Engineering" early in 1894. This article was very widely read and commented upon as presenting a new method of disciplining a railway force. The plan outlined was one that appealed strongly to the sense of justice of many railway officers.

So much has been written on the subject of discipline during the period mentioned that in undertaking to prepare a paper at this time on this topic one feels that there is little left to say. Notwithstanding the fact, however, that the subject has been given such prominence, it is evidently an interesting one for the reason that this association, when calling on the different divisions for subjects upon which papers would be written, four out of the six divisions named "Discipline" as a topic for a paper for this meeting. With the assurance, therefore, that the field still contains a few straws of grain that may be raked together, I will submit the following for your consideration:

The test of any form of discipline is in the results obtained under it. Those results in the operating department of a railway consist primarily in the item "Percentage of Expense to Earnings," but since there is such a wide variation of expenses to earnings on some railways from month to month and year to year, to use such a comparison is not of much value for the purpose of showing the effect of discipline, but among the items of the classification of operating expenses there are several upon which a superior or inferior method of discipline has a marked effect, among which are Loss and Damage, Injuries to Persons, Clearing Wrecks.

While there are species of wrecks and injuries to persons, as well as cases of loss and damage, that can not be said to occur, or not occur, by reason of any standard of discipline on a given line,

I maintain that a large percentage of them are directly affected by it. Freedom from accidents of all sorts is proof of good discipline. Freedom from strikes is also proof of good discipline, and by that I mean that the officers who administer the discipline are also under discipline themselves.

The best work in the transportation department is done when the fewest men are employed to render a given service, or handle a given volume of business. That is to say, a given number of regular and experienced men will transport more passengers or freight with less risk of accident, personal injury, and loss and damage than can be done where any considerable portion of the train force consists of extra men, who, of necessity, are more or less inexperienced. Therefore I believe it is to the best interests of railways to adopt a method of discipline which will encourage its men to steady employment. It is very difficult at times to run a division of a road without a large extra list. Cases of emergency arise where the traffic is unusually heavy, and it is absolutely necessary to add to the regular force extra men to enable the locomotives and cabooses to run while the men secure rest, but it is a great advantage to have only a small number of employes at terminals who are known as extra men. It is also desirable not to have on the extra list a lot of professional railway men, men who drift from place to place, carrying a measure of unrest with them which is often communicated to a home force who otherwise would be contented. The best practice is to have on the extra list names of eligible men who in some way have an interest in the road or the communities along which the road is located. With painstaking effort sufficient young men of this class can always be obtained. It consists of young section men, station men, and others who are already identified with the company in some capacity, and from the cities, towns, and villages along the line, and from farms can always be found young men of good family who would be glad to enlist in the transportation service. The names on such extra list to be drawn upon when business is rushing, and when the rush is over let them go back to their homes to be subject to further call when wanted. In this way a more contented force will be secured than can be obtained by hiring "professionals."

On the Ohio Central Lines, consisting of 525 miles of railway in three divisions, a form of the "Fall Brook" method of discipline has been in effect during three years ending April 1, 1897, during which time no suspensions affecting any employes in the transportation department have been made. During these three years there have been very few changed conditions as far as volume of business is concerned, so that comparisons from year to year are fair. The number of men employed has varied somewhat, being greater during the second and third years than during the first. During the first year only men in the train service are included, but the last two years include station men, shop men, section men, and bridge men. During the first year of the period 659 cases of discipline were handled and bulletins issued. Out of this number there were 58 dismissals, or 9 percent. During the second year there were 847 cases, of which 98 were dismissals, or 11½ percent. During the third year there were 735 cases and 66 dismissals, or 9 percent. The principal causes of dismissal during the three years are given below in the order of number:

Violation of whisky rule, 66.

Being absent without permission, 27.

Carelessness, 20.

Accumulated record, 16.

Poor flagging, 13.

Violation of General Notice (fighting, being quarrelsome, etc.), 11.

Insubordination, 11.

Lying, 8.

Throwing off coal, 5.

Incompetency, 5.

Garnishees, 3.

Burned engine, 2.

Dishonesty, 2.

Miscellaneous, including collisions on the time of superior class train, running through switches, failing to set brakes, fast running, and unsatisfactory service generally, 33.

Total, 222.

During the third year there were 32, or 34 percent, less dis-

missals than the previous year. Out of this number there were 14, or 44 percent, less whisky cases, and a fairly proportionate decrease of the other causes of dismissals.

We feel that we are entering the new year with the best set of men that were ever on the line. The method of discipline in vogue has the effect of weeding out the drinkers, the fighters, the liars, the incompetent, and degenerates of all kinds, and tends to retain the superior and thrifty men, who will be careful of their own lives (and property) and the lives and property entrusted to their care. Another proof that we prosper under our method is the comparative statement of cost of accidents during the year just ended with the previous one. On the T. & O. C. Railway a decrease of 25 percent, and on the K. & M. a decrease of 39 percent. On one division there were neither rear nor butting collisions during the entire year. Other collisions on this division, principally train partings, cost \$529.00. The item of negligence in operating on this division shows a decrease of 38 percent; on another division, 37 percent.

Education is a very important feature of a method of discipline, which comprises the bulletin idea. Our practice is to show in our bulletins a pretty clear idea of what has happened. We seek thereby to educate the mass of men by errors and good deeds of others, and in preparing our bulletins our tendency is rather to elaborate than to condense. We want our men to know the circumstances of occurrences thoroughly, in order that when similarly placed they will avoid the mistakes and copy the good deeds bulletined. I also believe that the bulletin system makes better men of heads of departments who issue them, because when an officer posts a written statement of a given case and an opinion thereon he is more apt to give the investigation and consideration of the case more thought and better judgment than if his decisions are only rendered orally to the few employes directly interested. Under the bulletin system nothing of importance in the way of breach of discipline or commendation for good deeds need escape the knowledge of all concerned. They need not depend on hearsay, but go to the bulletin and read it themselves. We do not make a practice of sending to individuals bulletined a copy of the

bulletin. We assume that they know at the investigation whether they are deserving of a bulletin, and sending them a copy, I think, would cause them to rather neglect the consulting of the bulletin board.

We have had several cases where a bulletin has been posted and employes other than the one disciplined have called at the superintendent's office to explain how they came to do that very thing. While that does not occur often, it seems to me there is no special benefit in sending copies of bulletins to the individuals disciplined, provided investigation has been made, and besides this, the mystery about the bulletins, as affecting other men, does no harm. I believe the record system gives the disciplining officer a chance to educate in a more humane way than under the suspension method, and, in the long run, more effectually.

On a line connecting with those I represent, which disciplines under the suspension method, I have a case which shows the weakness of that system. A fireman was involved in the derailment of his engine at a derail switch. Before the investigation took place he was taken sick (of which fact the company had due notice) and was confined to his home and bed for three weeks. After he recovered, his wife, worn with watching and care of her husband, was taken sick, necessitating further absence from duty of about a week, with consequent loss of time, and when he reported for duty and explained the circumstances of his absence, notwithstanding the explanation, he was given 30 days' suspension from that time for his connection with the derailment of his engine a month before.

Another case. A conductor, personally known to me to be a first-class man in every respect, who, after over twenty years of train service with the only railway he ever worked for, and without a mark against him, recently received a suspension of ten days for an offense which was not proved against him. Being still a young man, possessing some spirit, and with such an enviable record, he naturally felt hurt to think that his previous record counted for naught. How many of us passing judgment on an employe with such a record would not give him the benefit of a doubt?

These are only two of many cases that occur under the suspen-

sion method where the employe is not convinced that justice has been done him, and since the railway company does not benefit pecuniarily from the suspension, would it not be better all round to apply the more humane method of abolishing suspensions? In the two cases cited were the relations between the railway and its employes strengthened by these applications of discipline? From my observation, after three years' trial, I have come to the conclusion that the great mass of employes intend to do what is right, and try to keep their records clear, and when they really try to do this, it seems to me they have reached the acme of perfection under discipline. Those who do not try to keep their records clear are, by the record system, sooner brought to the surface, where they may be dispensed with to the betterment of the service. With careful hiring, patient training, and judicious pruning, a railway force can be made well-nigh perfect. I have observed that the great mass of heads of departments on railways in this Central Association territory favor some method of the Fall Brook System as against the original method. On many roads, Presidents, General Managers, and others who grew up under the suspension method, and have now passed on beyond its detail of application, hesitate to endorse the Fall Brook method. This is natural, but what I have herein stated indicates to my mind that we are progressing, and that as the older men give way to the younger, the old method of discipline will give way to the non-suspension method, which has already been endorsed by railways aggregating 50,000 miles in length.

Chairman: What is your pleasure?

Mr. Connors: I move that the paper be received and spread upon the minutes of this meeting.

Seconded and carried.

Chairman: I have a card here from the Rapid Transit Company of Detroit, extending an invitaiton to this Association to take a trip in a special car to Mt. Clemens, Mich., and return; it is a ride of about thirty miles and would cover about two hours.

It was moved and carried that the invitation be accepted for a ride to Mt. Clemens tomorrow (July 21) at 4 p. m.

Mr. Connors: I move that the thanks of this Association be tendered the Rapid Transit Company of Detroit for their kind invitation.

Seconded and vote carried unanimously.

Chairman: As it is getting quite late and already passed noon hour, I think it would be well to adjourn for this morning, and carry the balance of our business over for tomorrow's meeting.

It was moved and carried that the meeting adjourn to meet tomorrow, July 21, 1897.

Meeting adjourned at 12:05 p. m.

Second session of the Annual Meeting of the Central Association of Railroad Officers was called to order at 9:30 a. m., July 21, 1897, by Vice-President Sutherland.

Chairman: On the call this morning the Election of Officers is the fourth item on the programme, and I think it will facilitate matters to appoint a Committee on Nominations to get ready for that by the time we reach it. It is to be distinctly understood that the Committee is to recommend only, the voting to be open for any person you wish to vote for.

I will appoint as that Committee Mr. Lawler of the Cincinnati Division, Mr. Bender of the Indianapolis Division, Mr. Connors of the Columbus Division, Mr. Flanders of the Toledo Division, Mr. McKeen of the Peoria Division, Mr. W. M. Mitchell of the St. Louis Division, and Mr. H. S. Mitchell of the Kansas City Division.

Chairman: We will now hear the paper prepared by Mr. C. L. Nichols on "Handling of Freight Trains Partially Equipped with Air."

Mr. Nichols not being present, Mr. A. J. Elliott read the paper as prepared.

### Handling Freight Trains Partially Equipped with Air.

BY C. L. NICHOLS, SUP'T C. R. I. & P. RY.

With the advent of the air brake into railroad practice came a new problem of railway operation. At first, perhaps, it did not appear to be a troublesome matter, but as the use of the air brake became more general the question of how to handle it in conjunction with the old style hand brake grew harder to solve. Much experiment has been made from which varying deductions have been drawn, but with the general result that railway men are now ranged in two divisions on this subject—those who advocate braking ahead and those who advocate braking behind.

It might be interesting to follow the course of the management of the Chicago, Rock Island & Pacific in their investigation of this subject as tending to show the foundation for the theory of those who believe in braking behind.

As the first cue, it was noticed that it was considered good practice in making up freight crews to put the most experienced brakemen behind and the least experienced ahead. Next, it was known that a brake improperly applied at the rear might cause a coupling to part. It was also known that some men had a knack of applying brakes at the rear so as to govern speed and yet avoid breaking couplings, no matter what the nature of the grades. This proved that a train *could* be held from the rear safely, if done intelligently.

When the air brake came, the idea began to take root that the use of the hand brake was no longer necessary on trains having a few air cars. In fact this idea was advanced and is still advocated by the air-brake men, for obvious reasons. They lose sight of one of the most important factors in the handling of freight trains, namely, the possible variance of the momentum of different parts of the same train, tending towards a rupture at the weakest point.

If there were no slack in couplings, in other words, if each train was solid and moved as a complete whole, there would be no occasion for this discussion. But a freight train is composed

of articulated parts, some of the joints being very loose. When one part is retarded, other parts will exert force on that retarded. The result may be only a straining of the coupling apparatus, or it may be damage leading to disaster. How to so govern the retarding force that it should cause no strain or damage to the parts not directly subject to it, was the first question to be answered.

The science of physics teaches that a very heavy body, even if it be moving slowly, may have very great kinetic energy—capable of exerting great force if opposed. So a few hundred tons in the shape of freight cars, moving at a speed varying but slightly from that of those next to them, may have momentum enough to break a pin or link, or pull out a draw-bar, or to drive draw-bars and timbers from their fastenings, or shear a king-bolt, with all the evils which may follow such mishaps. It is my belief that a large percentage of the incidents and accidents connected with draw-gear is due to the constant and unnecessary racking it gets from the enormous forces surging back and forth in trains not properly handled.

With this knowledge in mind, it became evident that only an intelligent manipulation of the slack offered a solution of the problem. It was a fact that only a small percentage of the freight cars in use were equipped with the air brake. This rendered it certain that nearly every train would have cars of both kinds, making it likely that at times the retarding force of brakes would be applied in two places, front and rear. Observation showed that, without strict orders to the contrary, and constant watching that the orders were carried out, the engineman became the brakeman of the train, and the brakeman degenerated into a watchman and flagman. To the dexterity of the engineman, acquired through the force of circumstances, may be attributed what success has been attained in handling long trains swiftly and with a fair degree of safety. He has risen to the occasion nobly, and if the percentage of air brake cars were large enough to give him complete control, the vocation of brakeman would be obsolete.

This much was known when our first circular of instructions was issued in 1891, which read as follows:

“Until further instructed, when freight trains are running with

not more than one half of train equipped with working air brakes, such trains must be held on descending grades from the rear end by hand brakes; also when approaching stations or other stops (except emergency cases), the slack must be kept out of train by use of hand brakes; that is to say, brakes shall be set on the rear sufficiently to avoid the slack running up when application of air may be made by the engineman.

“Enginemen must use the greatest care in applying air brakes, to prevent unnecessary jerking of train, breaking in two, etc.

“When train is all, or more than half, equipped with air brakes in working order, the engineman will control its movements with air brakes.”

This was found to be a step in the right direction. A decrease in certain kinds of accidents was noticed, but it was felt that perfection had not been reached. The engineman was still charged with a large share of the work of stopping the train, while the crew were, some of the time, charged with holding out the slack. After further study and experiment it was decided that one important factor had been left out of the calculation, and that was the contingency of a train being broken in two when approaching a stop, and no one of the crew being aware of it.

Experience teaches that trains often break in two without the knowledge of trainmen. It may be due to improper methods of braking, but there are several other causes. It is not unusual for a knuckle to open without apparent reason, nor for a cracked key or stem to drop out when running under normal conditions. Any or all of these causes might be traced to rough handling at some previous time, but the fact is, trainmen can not know of these defects beforehand. The only course to pursue is to take account of this possibility of hidden defects and so handle each train as to nullify any such latent causes of trouble. It is our belief that if the method we have chosen as a result of experiment is followed, these latent causes will to a great extent disappear. For it requires that trains shall be handled without the bumps and thumps that have grown to be traditional adjuncts to freight train movement. Having reached this conclusion, a new start was made with these two propositions as a foundation:

1st. Always consider the train as broken in two when approaching a stop.

2d. Control the slack before it gets dangerous.

To apply these to actual practice a study was made of the purpose for which brakes were put on cars, resulting in a division of the subject into three parts.

1st. Stops for stations, tanks, etc.

2d. Holding down grades.

3d. Going through sags and over hog-backs.

The first head is the simplest. Were it not for the contingency mentioned in proposition No. 1, that of a train broken in two approaching a stop, the stop could be left to the head brakeman and the engineman, namely, if more than half air let the engineman stop the train; if less than half air let the brakeman set hand brakes behind the air sufficiently to accomplish it. But this neglects our first proposition.

To guard against the danger arising from trains being in two parts approaching stations, etc., it was decided that hand brakes should be set on non-air cars, beginning at the rear, sufficiently to prevent slack bunching. Then in case of a break, this would operate to stop the detached portion before it could cause damage, by running into the forward portion when the engineman began to use the air.

Under the second head, holding trains down grades, experiment showed that the safest method is to set hand brakes on the non-air cars, beginning at the rear, so as to gradually stretch the train. In case the makeup of the train was such that the non-air cars were insufficient to hold the whole train, air cars were cut out, beginning at the rear, until power enough was available, under hand brakes. The hose were not cut, only the cock in branch pipe under each car was turned. The conductor was thus enabled to govern speed by applying and releasing hand brakes. Under this management of the train slack does not become bunched anywhere, offering an opportunity for a jerk, which is the sure result of holding a train at the head end. Moreover, if a short flag should develop the engineman has the full power of his emergency to use, resulting in brakes (hand and air) being applied to so

large a proportion of his train immediately that a quick stop is possible. I have seen cases where a crew depended on eight air out of thirty cars to handle a train down a hill. How far would such a train run before it could be stopped if there came a quick call for brakes? The engineman has most of his brake power already in use. The trainmen, having no hand brakes set to begin with, are able to set but one at a time for each man available. By the time all possible is done everything is over except the investigation. Now compare that record with this: With the same train let there be three to five hand brakes (or as many as are necessary to control the train) set at the rear, the engineman using no air. If necessary he can add eight emergency brakes and the jammer to the hand brakes already set, and it can be done in an instant. In this case little or no damage results, no wrecking outfit is necessary and no tracks are blocked.

The third and most important head, because most prolific of trouble, is the handling of trains through sags and over hog-backs.

Everyone knows that to allow a train to run down into a sag without brakes at the rear will result in a very perceptible bump when the engine reaches the ascending grade. We all know that it is due to the head end slowing up by reason of the grade, and the slack between the cars giving a cumulative force to rear cars. It is not that the rear cars are moving at a greater speed than was the first car when it ran against the tank casting, but that the resistance to the forward movement increases as each car leaves the free-running portion and joins the bunched portion, so that the caboose has the greatest resistance of any to encounter, as many of us can testify.

In ascending the next grade the train may stretch out again to its fullest extent, but if the grade be too short to permit of this before another declivity is reached, the demon of slack has his favorite opportunity for cutting down dividends and growing a crop of time checks for the benefit of the train crew. For as soon as the head end pitches over the brow, speed begins to accelerate. The more cars that go over safely, the greater the speed of the engine as compared with that of the caboose, because the slack

is running out with a free rein, giving each car in turn a jerk. Finally the jerk becomes too much for wood and iron—something lets go. The rear end perhaps has momentum enough to climb over the knoll and begins the descent as a runaway. If the mishap is discovered speedily a catastrophe may be averted. But how easily danger could have been reduced to a minimum by holding the hind end sufficiently to keep slack in check, and therefore harmless. Let it not gain the mastery in going down into the sag, nor in going over the knoll. Go back to first principles, let the brakeman be the brakeman and the engineman be only assistant brakeman, reserving his mighty power for its one true use—the emergency.

If the train is stretched in time the application of hand brakes will not operate to break it in two. Many claim that this is the chief objection to the practice of braking from the rear. Granted, if you begin too late. Attach a cord to a flatiron—an attempt to lift the iron suddenly while the cord is slack will result in the cord snapping while the iron will not move. But if the cord be held taut before the attempt is made to lift the iron, there will be no difficulty in suspending the weight with a cord of only moderate strength, and very likely the performance may be repeated a score of times before the cord will show signs of failing. The same principle applies to a freight train. After the slack is bunched in a sag the application of the rear brakes only increases the resistance from the hind end when the head end pitches over the next knoll, and the train is rent apart more easily than if all cars were running free.

From these premises it was easy to obtain a few simple deductions which would appear to provide for every case except the emergency. When all hands have knowledge that a stop is to be made, apply brakes at the rear and let the engineman govern the details with spare use of air or of steam, as the case may require. When going down long grades let the train be held from the rear. When running over slightly hilly country let sufficient brakes be set behind to keep the train stretched, even though it requires the engine to work steam all the time. The expense of this may be considered as insurance against accident, and money well spent.

These deductions were crystallized into a rule (No. 587) which reads as follows:

"When there are non-air brake cars in trains, hand brakes must **at all times** on descending grades be set on the rear, sufficient to prevent the slack running up or bunching. This rule also applies to trains approaching stations or other stops, and, except in emergency cases, **there must be no deviation.**

"Enginemens of trains consisting of air brake and non-air brake cars will, by the use of the air, **assist only in making stops**, and must whistle 'off' brakes, giving trainmen plenty of time to release the hand brakes before releasing the air on the head end of train. They must exercise good judgment in using steam while hand brakes are set on the rear of train, in order to prevent train parting.

The engine vacuum brake must not be applied (except in emergency), unless the slack of the train is taken out either by the application of air brakes from the engine or of hand brakes from the rear."

These deductions are the result of experiments made on the C. R. I. & P., and the methods will apply to prairie roads having a maximum grade of one percent. I have not attempted to say what methods should be applied to a road having grades of ten to twenty miles in length or of a mountainous road. These remarks will apply as stated above. It is no theory with us, but the result of long and patient experiment, under varying circumstances. Since we have enforced the ideas set forth in Rule 587 our troubles have almost ceased.

The spirit of this rule is contained in the two propositions taken as a foundation for our present practice, viz.:

- 1st. Always consider the train as broken in two when approaching a stop.
- 2d. Control the slack before it gets dangerous.

Chairman: What is your pleasure regarding this paper?

Mr. Brimson: I move that it be accepted and spread upon the minutes.

Seconded by Mr. Besler and carried.

Chairman: Next will be the paper prepared by Mr. J. A. Carney on "Railroad Safety Appliances."

In the absence of Mr. Carney, Mr. A. J. Elliott was requested to read this paper.

### **Railroad Safety Appliances.**

BY J. A. CARNEY, MASTER MECHANIC ST. LOUIS DIVISION C. B. & Q. R. R.

One of the first purposes of the operating department is to get the train of cars started and then to keep it moving. The second and even more important object is to stop that train at will without damage to rolling stock or the contents of the cars, whether passenger or freight. To meet this end the brains of hundreds of men have been, and are, working night and day to devise means whereby the safety of the train as well as comfort of the passenger may be increased.

There was a time in the history of railroads, especially the western roads, when wrecks were of such frequent occurrence that should the same practice be allowed today the loss of rolling stock, the cost of repairs and damage suits would bankrupt every railroad in the country. We ask the question: What has done so much to make traveling safe, and to make us reasonably sure that a train of merchandise or stock leaving a terminal point will reach its destination intact? The problem has been solved by a more thorough knowledge of railroading by men in immediate charge, better discipline among employees, and "safety appliances." Better car and locomotive construction and improved track and roadbed have materially assisted in the solution of the problem, but how many of the thousands of passengers traveling in railway trains understand the delicate piece of mechanism under each car which makes it possible for the engineer to stop the train at the right place and at the right time without a hitch or a jerk to mar the pleasure of the traveling man or strain the back of the nervous passenger?

The history of the automatic brake is more or less familiar to us all, and it is unnecessary to go into details here. Suffice it to say, however, that it is one of the foremost of safety appliances.

The safety appliances on the locomotive are numerous and the history of their development would make an interesting book. The pilot, or, to use the old and very descriptive name, the cow-catcher, is not a necessity but a safety appliance; and not for the safety of the cow either, for it promptly throws her to one side of the right of way and prevents her going under the wheels and probably derailing the train. The headlight, bell, and whistle are all safety appliances, and are not absolutely necessary to the running of the train. In case of a railroad-crossing accident the first questions asked an engineer are: "Was your bell ringing? and, Did you blow your whistle?" The steam-gage and water-glass are for the purpose of giving the engineer complete control of his boiler, and the very word "safety-valve" implies its use.

A flat car without brakes is the primitive car, and nearly every other feature of car construction is a safety appliance, all of which might admit of extended notice and explanation and come directly within the scope of this paper. At one time a wood-stove was used for the comfort of the passengers, but there was no safety in it, and many a burned wreck and lost life can be traced to the "deadly car stove." This led to rigid legislation in many states, compelling railroad companies to use steam heat in coaches. Thus, while steam heat is primarily for the comfort of the passenger, it is in reality a safety appliance, pure and simple. The vestibule was originally designed to prevent the telescoping of cars in collision and has served its purpose well. The markers and tail lights are a warning to trains approaching from the rear, and the flagman, with his red flag and torpedoes, is a safety appliance found on every well regulated train.

On freight cars the grab irons play an important part in the safety of the train crews, and the location of the grab irons on the car, and the number with which each car should be fitted, have been considered of so much importance by railroad officials that one of our railroad clubs has given the subject a most thorough investigation. The automatic coupler is another safety feature on freight cars, which is of such importance that it has received the attention of the United States Government, and laws have been passed compelling railroad companies to use it. By the old link-

and-pin system a man was required to get between the cars and place one of his hands in such a position that there was danger of crushing it every time a coupling was made, and if one will observe how many crossing flagmen have an arm gone, and the number of freight brakemen and conductors with maimed fingers, one can get some idea of the hazardous occupation of the brakeman. We have started with the pilot on the locomotive and ended with the flagman on the rear car. A few of the safety appliances have been noticed, but to even attempt to mention all would be beyond the compass of this paper.

Other departments might similarly be taken up for brief notice but time and space forbids; however, there are four safety appliances which are of great importance to the railroad, but which at first thought would not be considered as such, and to which we will briefly turn our attention. These are the railroad club, the railroad laboratory, the relief department, and the school of instruction.

The benefits of the railroad club are well established, and if one has any doubt in the matter he has but to consider the phenomenal growth of such clubs since the formation of the Western Railway Club in 1884, and the great good they have accomplished to the railroad by their existence.

The railroad laboratory is not so prominent, but, none the less, is of great importance, and on account of this lack of prominence will be dwelt with more fully. The question has been asked a great many times: What does a railroad do with a laboratory, and of what use is a chemist to such a corporation? The railroad laboratory is a combination of a physical laboratory, for the testing of the strength of materials, and a chemical laboratory for the determination of their composition, the object being to check up the claims of manufacturers in regard to their goods, and to see that material bought to specification meets said specification. Then follows the question: What kind of material is tested? The answer is, everything that a railroad buys or uses. This includes track ballast that gives us a firm roadbed; ties and rails that preserve the alignment and makes travel safe; wheels and axles on which the cars run; all grades of iron and steel used in car and

locomotive construction; paint and varnish used to protect and decorate the iron and woodwork of cars and locomotives; lubricating oils that make high speed and long runs possible; illuminating oils that light the signals for the safety of the trains; bell cords and semaphore lenses that are safety appliances pure and simple; safety papers for tickets, passes, and paychecks to guard against fraud; inks and type-writer ribbons to assure us that our records will be permanent; telegraph wire; cloth for trainmen's uniforms, and a thousand and one things that most railroads accept as represented, but which, many times, will bear investigation, especially when compared with a cheaper and apparently as good an article.

A complete and thorough knowledge of the quality of the water and coal supplies is of the utmost importance to the successful operation of a railroad, and these two items alone would fully repay a large railroad system for the money spent in maintaining a well equipped railroad laboratory. The absolute necessity of a knowledge of the water supply is well illustrated by a misfortune that befell an eastern road some two years ago. A new water supply was opened up, and it was only after the boiler of an engine using this water was practically ruined that the water was condemned for boiler use. The loss of the boiler was very nearly equal the cost of running a moderate sized laboratory for a year, and was many times the cost of having an analysis of the water made to see whether or not it was suitable for boiler use. The coal question is of just as much importance, and when viewed from the money expended per year it quite overshadows the question of water. By a few simple, inexpensive tests, the quality of coal for locomotive use can be very accurately determined, and when comparisons are made it frequently occurs that the coal for which the most money is being paid is really the cheapest.

An important part played by the railroad laboratory is that of acting as a check upon agents for goods which are being sold at fabulous profits. The master mechanic of one of our leading railroads is located in a large city, and is continually being called upon by agents for goods of various kinds that will save the company from ten to fifty percent of the running expenses per year. After

listening to a recount of the virtues of the material the master mechanic says, "Yes, your material is undoubtedly just what we want, but before putting it into service we would like a small quantity for laboratory test." The agent says, he would be very glad to send one hundred pounds or so, or a gallon or two, as the case may be, and goes away. Neither the agent nor the material show up. A laboratory test would have determined the true worth of the material and that is just what he didn't want. Sometimes, however, the agent returns with a sample of the goods and the following is a true account of an actual occurrence. He was selling a disinfectant and had a volume of testimonials. The disinfectant came in two bottles holding about a pint each. The directions were to pour bottle No. 1 into a barrel of water, add No. 2, and shake well. The price of the two bottles was two dollars and twenty five cents and made a barrel of disinfectant at cost of about five cents per gallon. It was claimed to be the best disinfectant ever introduced and defied analysis; that as soon as its use became common the general public health would be much improved, etc., etc. A few laboratory tests showed bottle No. 1 to contain a solution of common salt, and bottle No. 2 to contain a solution of nitrate of lead. The estimated cost of both solutions, the bottles, the labels, and the labor of preparation was about eighteen cents. The mixture in the barrel consisted of a dilute solution of chloride of lead, and chloride of lead is not by any means the best disinfectant. Yet this agent had testimonials from superintendents of public schools, boards of health, railroads and private citizens who testified as to the worth of something of which they had no positive knowledge. The same experience has been had with boiler compounds but it is needless to go into details. The point which the above illustrates is as follows: Railroad companies do not, as a rule, investigate the actual worth of supplies as compared with the cost, and in a great many cases pay fabulous prices for material that they could make themselves at a price much less than that paid for a fancy named article having most of its cost in its name.

A prominent railroad official in talking over the question of the advisability of maintaining a railroad laboratory is reported to have said: "We have not had a boiler explosion on our road for a good

many years, and I attribute this to the fact that every sheet of steel that goes into our locomotive boilers is carefully tested and inspected by the laboratory before it can be used, and if not absolutely perfect it is condemned." It is thus that the laboratory acts as a safety appliance, and its application is twofold: First, it guards against the use of material of any kind that is not safe and proper for the use to which it is to be put; second, it guards against the paying of more than a fair market price for goods with a fancy name, backed with a lot of testimonials. The laboratory is valuable both to the railroad company and to the manufacturer, for in many cases it is possible for the railroad to point out defects to the manufacturer, the knowledge and remedy of which are of great benefit to both parties.

The railroad relief department has been recently discussed at one of our railroad clubs and brief mention only will be made of it. It is a safety appliance inasmuch as all applicants for train service must pass a rigid physical examination. They must give satisfactory evidence that they are men of good habits, that they have no physical disability, that they are men of endurance, and above all that they have perfect eyes. In this particular a railroad should be very strict, and no man who is color-blind or near-sighted should be allowed to enter train or engine service. The value of the relief department in its care for the sick or injured employee, and in the event of his death, the benefit paid to the family in their sore distress, hardly requires amplification here.

On some roads schools of instruction are held under the direction of a competent man who is well versed in all the intricacies of locomotive construction and operation, whereby the engine man is given a thorough knowledge of the working parts of an engine which enables him to remedy or repair accidents to the running parts, or if the accident is of such a serious nature that the engine has to be disconnected, he knows what to do and how to do it quickly. Several roads have cars fitted up with all the apparatus and machinery used in the air brake, and send the cars around to different points in order that all may have the advantage of the instruction in air brake practice.

Lectures on the economical use of coal and the theory of com-

bustion are given, all of which broaden and expand the mind of the engine man, making him a better man himself and a more valuable servant of the company. Pamphlets and books have been published containing questions and answers on train rules, on the theory and operation of the locomotive, and what to do in case of accident or break-down, which greatly assists the work done in the schools of instruction.

The days of keeping the employee in ignorance of the details of the work which he is doing are past, and we must remember that we have an intelligent and fairly well educated American citizen to deal with, and the more thoroughly he understands his work the more he is interested in it, and the more valuable he is, as a natural consequence, to the company.

From the illustrations here given, it may be noted that safety appliances are not necessarily complicated pieces of mechanism, covered by patents, etc., but that almost every detail of construction and operation is hinged directly or indirectly on the element of safety. It may not be overdrawing the facts should we suggest that the term Railroad be defined as: A combination of mental, moral, physical, and mechanical safety appliances, whereby freight and passengers are transported from one point to another.

Mr. Besler: I move that the paper just read be received and spread upon the minutes.

Seconded and on vote adopted.

Chairman: We will now hear the paper prepared by Mr. J. M. Lindley on "Long Runs for Engines."

Mr. Lindley not being present, Mr. J. R. Cavanaugh read the paper as prepared by him.

### Long Runs for Engines.

BY J. M. LINDLEY, ROAD FOREMAN OF ENGINES, VANDALIA LINE.

It has been but a few years since a paper written on this subject would have been of little interest, as the engines in service at that time needed attention more frequently, making it necessary to have short divisions, maintaining round-houses and the necessary repair shops at division points. But the rapid strides made by the Mechanical Department within the last few years, perfecting the engines that are now coming into service, bring forth the question of "How far can you economize in lengthening your freight and passenger divisions?"

If we were to find two railway lines paralleling each other, three hundred miles in length, one of them cut into three divisions and maintaining round-houses and repair shops at each division point, and the other running its engines through, changing engine crews as near the center of the road as convenient, we could then determine more accurately how much of a saving, if any, there would be on the line running its engines through. If the road cut up into three divisions was using engines that had been built for some years, it would, no doubt, maintain that its engines could not be run to an advantage for a distance of more than one hundred miles, as it had been its experience when engines were run through that before reaching the next division point the smoke was noticed to be hovering over the fire in the fire-box, which would indicate that something interfered with the draft, and that the full pressure of steam could not be maintained on the engine until the front end was cleaned out, and possibly the ash pan. This is usually done after the fire has become dirty, which is the natural result when the draft has been interfered with.

This same trouble, in all probability, does not exist on the line that runs its engines long distances, on account of its using a modern engine, with the front end arranged so that the cinders are disposed of as fast as they come to the front. On these same engines you will no doubt find that the heating surface and the grate area are more than sufficient to supply the cylinders, and

the grates arranged so that they will throw straight up and down when necessary, in order to break the clinkers while the engine is in service, and to clean the fire at the end of the road. When grates are arranged in this manner, drop grates seem to be unnecessary, and there are but few engines west of the State of Ohio that can spare any of the grate area to be taken up with drop grates.

The Vandalia Line has been running one of its passenger engines through, doubling between East St. Louis and Indianapolis, a distance of 476 miles, since February 1, 1897, handling its train, No. 20, consisting of two sleepers, one diner, two coaches, and two postal cars, weighing 290 tons, and its fast mail train, No. 11, averaging seven cars, weighing 271 tons, including engine; both trains running on a very fast schedule.

In figuring up the saving in coal and hostlering at Terre Haute on account of not cutting this engine off at that point, we find that the man firing up the engine in the round-house had been using an average of thirty shovelfuls of coal, and the fireman going out on the engine used fifteen shovelfuls of coal before leaving the station with the train, making a total of forty-five shovelfuls of coal, at an average of 17 pounds, which would in thirty days amount to twenty-two and a half tons, at 75c. per ton, or \$16.87, with an additional expense of 50c. each for hostlering the engine that was cut off, making a total of \$46.37 per month, or \$562.44 per year per engine, not taking into consideration the time consumed on this engine by the round-house or other shopmen. During a part of the month of March this engine was held at Indianapolis twice a week to be washed out, and was run on later schedule, so that it did not allow time enough at East St. Louis to clean the fire, making it necessary to use the same fire from 11:20 p. m. until 2:50 p. m. of the next day, handling train No. 7 west with eight cars and No. 20 east with seven cars, 476 miles in 13 hours and 30 minutes. This fact is mentioned on account of there being some who are of the opinion that a passenger engine will not run successfully for more than five hours without the fire being cleaned. Indiana coal from Brazil and Illinois coal from Collinsville were used on this engine.

About Sept. 1, 1896, the Middle and West Divisions were consolidated, making one freight division from Terre Haute to East St. Louis, a distance of 165 miles, making it possible to close the shop and reduce the round-house force at Effingham, with a saving of over \$42,000 per annum. The expenses of the Terre Haute shop were not increased, but, in fact, show a decrease this year of over \$1,000 a month compared with the previous year. The present location of the shop at Terre Haute prevents running freight engines from Indianapolis to East St. Louis, a distance of 238 miles, which was found by a sixty days' trial could be done very successfully, the engine steaming as freely on the last end of the run as it did on the first.

It has been the practice, and a good one, to take the best possible care of engines after their arrival at the end of their runs; so also should care be taken of the engine crews, in order to obtain good results. A tired fireman is an expensive one, and their hardships should be reduced as much as possible, especially so during the hours they are off the road.

From the information at hand, 150 miles is about as far as an engineman can handle an engine economically; if they are required to exceed that distance they are liable to bank their fire and get it in bad condition for the crew that is to relieve them. A crew can make a double much easier with an intervening rest and a good wash and meal, than the same distance on a straight run. The successful inauguration of long runs depends largely upon the manner in which the details are handled. Everything should be done to make the change of engine crews as convenient as possible, causing them to prefer the change of crews to taking the engine to the round-house. It has been found to be a good practice to have the engineer arriving on the engine oil around for the outgoing engineer, who in all probability is in the telegraph office, as it is a loss of time for him to oil after he is ready to go.

A discussion of this subject at the March meeting of the Western Railroad Club would indicate that quite a number of roads were taking advantage of long runs. The following is an extract from a letter written by Mr. Wm. Renshaw, of the Illinois Central Railroad:

"We have recently purchased several passenger locomotives with cylinders 18 x 26 inches, and drivers 75 inches in diameter, for the purpose of hauling fast passenger trains between Chicago and Centralia, making the distance, 252 miles, a continuous run, where heretofore engines were changed at Champaign, 128 miles from Chicago. We are also making runs of 235 miles between Vicksburg and New Orleans, and doubling on passenger runs of 135 miles, making 270 miles per engine per day."

Also, an extract from a letter written by Mr. Robert Quayle, of the C. & N. W. R. R. :

"If terminals can be extended so as to have two instead of three, one engine-house is dispensed with, together with its working force, including foreman, mechanics, laborers, etc., which in itself is a great saving. The life of the fire-boxes, flues, etc., is lengthened, because the contraction and expansion, which are so severe on the fire-box, are lessened as the mileage is increased. Then, if this is true, less help is needed to maintain the boilers. A saving of time also would be accomplished by running the engines greater distances. On a freight train it means more when the runs are lengthened by cutting three divisions down to two. It not only means that engines are not changed so often, but freight trains are not switched from engine to caboose, as is usually the case, which also means from half an hour to perhaps several hours' delay, according to the class of engines. Switching means damage to the cars, with the consequent added expense and trouble; and the number of breaks in two outside of terminals, caused by rough switching, would be lessened on account of long divisions. Again, fewer terminals mean less subdivisions, and consequently a less number of yard masters, switchmen, switch engineers and firemen, train masters, train dispatchers, clerical help, call boys, etc. My observation and experience on this line have convinced me that engines ought to be kept hot and in service as nearly continuously as possible. By so doing, the business can be handled with less number of engines, and ought to be run, so far as possible, consistently with existing conditions on the line. By careful firing and with moderately good coal, engines can run much farther than many engineman will admit, and while the

aving in fuel, supplies, etc., is worth striving for, it is insignificant as compared with the saving in labor, both in the mechanical and operating departments."

The following is also quoted from remarks made by Mr. Rhodes at the same meeting:

"Some years ago, having perfected our arrangements on our short runs, we began to figure on how to get long runs; and to show what we have done, I would say that about ten years ago our passenger equipment, in going through to Lincoln, Neb., had to make seven different engine changes. This is to say that from start to finish we had eight terminals. . . . A change made about a year ago has reduced these terminals to four, and the distance is now: Chicago to Burlington, about 207 miles; Burlington to Creston, 100 miles; from Creston to Lincoln, I think, about 189 miles. There are now three engine changes and four terminals against seven engine changes ten years ago."

They also have one engine doubling between Rock Island and St. Louis, making 495 miles per day.

So it would seem that in constructing new lines and rearranging divisions on roads now in operation, it would pay to use engines properly equipped, having sufficient heating surface, and care taken so that they will not be worked beyond their capacity, reducing the number of division points as much as possible.

Chairman: What is your pleasure with this report?

Mr. Bender: I move that the report be accepted and spread upon the minutes.

Seconded and carried.

Chairman: We will now hear the report of the Committee on Nominations.

Secretary: The Committee on Nominations hand in the following report:

For President, ..... W. G. Besler,  
T. F. Whittelsey.  
For First Vice-President, ..... J. H. Glover.  
For Second Vice-President, ..... H. S. Mitchell.  
For Executive Committee, ..... F. L. Tompkins,  
D. S. Sutherland,  
R. B. Turner.  
For Secretary-Treasurer, ..... O. G. Fetter.

As there was considerable misunderstanding in regard to the proper method of voting for officers, after considerable discussion the following was offered:

Mr. McKeen: I move that the members of the Committee who formulated the Rules of Order, that is, those who are present, be appointed a Special Committee to give their interpretation of the rules in regard to voting for officers.

Seconded and on vote carried.

Chairman: Mr. Turner and Mr. Besler are the only members of that Committee present, and we will give them a few moments to make up their report.

Mr. Turner: Mr. President the Committee are unanimous on every point in regard to voting for officers, and their decision that the ranking officer of each road present, or the party present he may authorize to cast vote for his road, has a right to cast as many votes as that road is represented in different divisions, or rather pays dues in different divisions. As illustration: the C. H. & D. Ry. is represented in the Cincinnati, Columbus, Indianapolis, and Toledo Divisions, hence the ranking officer of the C. H. & D. Ry., or the party to whom he delegates the authority, has the right to cast four votes.

In regard to the question of proxy, the Committee are unanimous in their opinion that if the ranking officer of a road could not be present, or no other officer of that road was present either, that he could delegate his authority to some other member or some other road present, and that other officer for the time

being is the ranking officer of that road and has the power to cast the vote of that road.

Chairman: I think that is plain enough for everyone, and that is the course we will pursue in voting for officers.

Mr. Turner: I move that a Committee of two on credentials be appointed to examine the proxies.

Seconded and on vote carried.

Chairman: I will appoint as that Committee Mr. Flanders and Mr. Trump.

Mr. Flanders: Your Committee appointed to examine proxies find proper proxies placed as follows:

Mr. A. L. Mills of St. L. & K. C. Ry. appoints Mr. C. A. Wilson his proxy.

Mr. H. S. Reardon of C. P. & St. L. Ry. appoints Mr. F. L. Tompkins his proxy.

Mr. T. F. Whittelsey of T. & O. C. Ry. and K. M. Ry. appoints Mr. C. A. Wilson his proxy.

Mr. E. A. Gould of Wabash Railroad appoints Mr. Wm. Grogan his proxy.

Mr. G. C. Kinsman of Wabash Railroad appoints Mr. W. M. Mitchell his proxy.

The balance of the proxies from Mr. Anderson and Mr. Garriques we can not accept as they are not officials of the roads they wired proxies on.

Mr. Turner: I move that the report of the Committee be accepted.

Seconded by Mr. Connors and on vote adopted.

Chairman: I will appoint as Tellers, Mr. Hood and Mr. Trump.

Chairman. You will now proceed to vote for President.

Ballot being taken resulted as follows:

Mr. Whittelsey 30, Mr. Besler 14.

Mr. W. M. Mitchell: I move that the election of Mr. Whittelsey for President be made unanimous.

Seconded and carried.

Mr. Connors: I move that the report of the Committee on

Nominations be referred back to that Committee to make such other recommendations as they may see fit.

Seconded and carried.

Secretary: The Committee on Nominations report as follows:

For President, ..... T. F. Whittelsey.

For First Vice-President, ..... W. G. Besler.

For Second Vice-President, ..... H. S. Mitchell.

For Executive Committee, ..... F. L. Tompkins,

R. B. Turner,

D. S. Sutherland.

For Secretary Treasurer, ..... O. G. Fetter.

Mr. W. M. Mitchell: I move that the President of this Association be instructed to cast a ballot unanimously for the members as recommended by the Nomination Committee.

Seconded, and on vote unanimously adopted.

Chairman: I hereby cast ballot of this Association for Mr. W. G. Besler, First Vice-President, Mr. H. S. Mitchell, Second Vice-President, Mr. F. L. Tompkins, Mr. R. B. Turner, and Mr. D. S. Sutherland for Executive Committee, and Mr. O. G. Fetter, Secretary and Treasurer.

Mr. Besler: I move that the thanks of this Association is due and be extended to the Detroit Superintendents' Association for the courtesies extended to us, and the pleasant time we have had at their hands at this time.

Seconded by Mr. Bender and carried.

Mr. McKeen: I move that the thanks of this Association be extended to the Hotel Cadillac for the courtesies shown us.

Seconded and carried.

Mr. Turner: I move that the thanks of this Association be hereby tendered to the retiring officers for their services during the past year.

Seconded by Mr. Connors and carried.

Mr. Besler: I move that the thanks of this Association be

extended to the Star-Cole Line of Steamers for the courtesies extended on our trip to St. Clair Flats.

Seconded by Mr. McKeen and carried.

Mr. McKeen: I move that the thanks of this Association be extended to the Michigan Central Railroad and the Terminal Lines at Detroit.

Seconded and carried.

Mr. W. M. Mitchell: I move that the precedent established here today be made permanent, to govern in future elections until changed by the proper method.

Seconded by Mr. Turner and carried.

Chairman: The Chair will appoint Messrs. McKeen, Flanners, and Turner to conduct the new First Vice-President to the Chair.

Mr. Besler: We have not much time for speech-making; in fact, no occasion for any. The future success of this Association will depend entirely on the work of its various members and the support given to the Executive Committee and the President in the various matters. We wish, however, to conduct it in such a manner that we will attract the favorable commendation of those who watch the work of this Association, and that will only be accomplished, as I have already said, by the individual work of each member.

Mr. Besler: I will ask the same Committee to escort the Second Vice-President and Executive Committee to the front.

Mr. Besler: Our next order of business is the proposed amendment to the Rules of Order. As I was responsible for that amendment being proposed, would like to ask that some one make a motion to the effect that this amendment be laid upon the table.

Mr. Connors: I move that the proposed amendment to the Rules of Order be laid upon the table.

Seconded and carried.

Mr. Sutherland: I move that a committee be appointed to revise our By-Laws, or rather Rules of Order, and make it clear

as to the voting for officers, and the voting on all other matters; also as to what constitutes a legal vote and a legal proxy.

Mr. Flanders: Would second that motion, with the suggestion that that committee be the Executive Committee.

Mr. Besler: All in favor of having this matter referred to the Executive Committee signify by saying "Aye."

Carried.

Mr. Besler: Would call the attention of the members to a matter which we can perhaps handle here. The cover on our proceedings was changed by decision of the Executive Committee last spring, which contains a little picture and some other little fancy work, etc., a sort of penny-magazine cover, and one not worthy of the dignity of this Association, and would like to know if a cover like the old one is not more desirable to the members.

After some informal discussion, it was agreed that the Secretary have all future proceedings bound with a plain, simple cover, similar to the one formerly used.

No further business appearing, on motion, duly seconded, meeting adjourned at 12:15 p. m.

D. S. SUTHERLAND,

First Vice-President.

O. G. FETTER,

Secretary.

## CINCINNATI DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, July 13, 1897.**

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Meeting called to order at 11.05 a. m., with President Leeds in the chair.

The following lines were represented:

C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “	....MR. J. A. KEEGAN.....	D. M. M.
L. & N. R. R.....	MR. LEWIS HOOD.....	Supt.
“ “	....MR. P. LEEDS.....	Supt. Mchy.
“ “	.....MR. WILLIAM ADAIR.....	D. M. M.
C. H. & D. Ry.....	MR. R. B. TURNER.....	Gen'l Supt.
“ “	.....MR. G. H. WALDO.....	Supt. C. S.
C. & O. Ry.....	MR. W. T. SMITH.....	A. M. M.

On motion, the reading of the minutes of the previous meeting was dispensed with.

### **Presentation of Paper on “Discipline.”**

On motion, the subject was laid over until the next meeting as Mr. Davis who is to present the subject was not present.

**Presentation of Paper on "Locating Steps and Hand-holds, and  
the Practice of Carrying and Using Push Poles upon  
Switch Engines."**

On motion, this matter was ordered tabled.

**Consideration of Letter Ballot on Missing Material on Cars  
Delivered to Owners.**

Secretary read result of vote upon the matter which was as follows:

<i>Aye</i>	<i>Nay</i>
B. & O. S.-W. Ry.	P. C. C. & St. L. Ry.
C. H. & D. Ry.	
C. C. C. & St. L. Ry.	
C. N. O. & T. P. Ry.	
L. & N. R. R.	
C. & O. Ry.	

The President stated that as such matters have to be unanimous, the P. C. C. & St. L. Ry. voting against this resolution has the effect of defeating it, and in consequence thereof no further action was necessary.

**Report of Special Committee on Rules for Handling Light  
or Dead Engines.**

Secretary read report of Committee as follows:

1st. Light engines should always be moved under steam when it is at all possible. Dead engines, or those disabled so that they can not be moved under steam, should be towed in freight trains, with the valve stem disconnected and the main rod taken down, and should have both side rods on, and run at a speed of not exceeding 25 miles per hour, and must not be placed more than ten car lengths from the head of the train.

2d. Where it is impossible to have side rods on, the speed should not exceed twenty miles per hour, this to include cases where only one pair of side rods have been removed.

3d. When engines without leading trucks are run light, under steam, the speed should not exceed twenty miles per hour. This includes all classes of shifting engines.

4th. When occasion requires it, it is perfectly safe to run engines without leading trucks under steam, provided they are placed as the second engine in a double-header, but in such cases they must not exceed a speed of 25 miles per hour, and such engine must never be run as first engine in a double-header.

5th. Dead engines must always be accompanied by some competent person.

Respectfully submitted,

RALPH PETERS,

R. B. TURNER,

J. C. NELSON,

Committee.

It was moved and carried "that the report be adopted, spread upon the minutes and incorporated as one of the rules of this Association in the interchange of cars at Cincinnati."

**Operation of Terminals of Railroads under a Specific Management.**

Secretary read letter as follows:

Cincinnati, Ohio, July 6, 1897.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I regret to say that very important business calls me away in the near future, and will prevent my attending the Annual Meeting of the Central Association at Detroit.

I also regret to advise you, that on account of data for the subject of the Cincinnati Division paper having been so much delayed, some of it being still lacking, that no progress has been

made on the paper entitled "Operation of Terminals of Railroads under a Specific Management." Further, I shall be so busy prior to my departure that it will be impossible for me to write this paper and have it ready at the proper time.

If the Association desires the data now in my hands, I will be pleased to forward same to you.

Yours truly,  
(Signed) GEO. W. LEWIS.  
Superintendent.

It was moved and carried "that the President of the Central Association be advised that on account of our Committeeman, Mr. Geo. W. Lewis, being called away suddenly, and the time being limited to such extent that it will be impossible to finish the paper selected for the Cincinnati Division to present at the Annual Meeting, that this Division ask to be excused from presenting a paper this year and ask to have the same subject carried over for a paper to be presented at the next Annual Meeting."

#### **Cleaning Empty Returned Stock Cars at Cincinnati.**

Secretary read replies of the various Divisions of the Central Association in regard to this matter, all of which appear in the June proceedings; after which it was moved and carried "that this Association do not deem it advisable to adopt any rules, or make any expression in relation to this matter, as it is largely, if not entirely, a subject-matter for local agreement."

#### **Annual Meeting of the Central Association of Railroad Officers to be held at Detroit July 20 and 21.**

On motion, the Secretary was instructed to communicate with the members of this Association and the C. H. & D. Ry., signifying the intention of this Association to leave Cincinnati for Detroit over the C. H. & D. Ry., on the 8:45 a. m. train, Monday, July 19.

The name of Mr. G. H. Waldo, Superintendent of Car Service, C. H. & D. Ry., was presented for membership and duly elected.

**Joint Inspection Agreement.**

After a lengthy discussion upon this subject it was moved and carried "that the President of this Association appoint a committee of five, a majority of said committee to be members of the Mechanical Department, to propose a new Joint Car Inspection Agreement."

The Chair appointed as that Committee, Messrs. F. M. Lawler Geo. B. Fravell, A. Galloway, C. H. Howard and Wm. Adair.

No further business appearing, on motion, duly seconded, meeting adjourned at 12:20 p. m.

P. LEEDS,

President.

O. G. FETTER,

Secretary.

## INDIANAPOLIS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station July, 10, 1897.

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The meeting was called to order by President G. W. Bender,  
at 10:05 a. m.

The following lines were represented:

C. C. C. & St. L. Ry...G. W. BENDER.....Superintendent.  
P. C. C. & St. L. Ry...F. G. DARLINGTON...Superintendent.  
P. & E. Ry.....J. W. RILEY.....Superintendent.  
L. E. & W. Ry.....H. F. BICKELL.....Ass't Gen'l Supt.  
I. & V. R. R.....M. W. MANSFIELD....Superintendent.  
Vandalia.....H. I. MILLER.....Superintendent.  
I. U. Ry.....\*A. A. ZION.....Superintendent.  
I. D. & W. Ry.....G. H. GRAVES.....Superintendent.

\*Represented by M. W. Mansfield.

The records of the last meeting were adopted.

Under the head of unfinished business, the Secretary read a report in regard to the attendance at the annual meeting, which indicated that only five or six members intended to go to the Detroit meeting.

The President expressed a desire that the Indianapolis Division be well represented, and urged that all members who could so arrange should be present.

The question as to what railroad officers were eligible next came up for discussion. As requested at the previous meeting the Secretary submitted a report showing the plan observed by the several Divisions.

The substance of the report was as follows:

- 1st. Membership in all Divisions is by roads.
- 2d. While Engineers of Maintenance of Way have not been admitted by one or two Divisions, they are not barred from membership by any Division.
- 3d. At the October, 1896, meeting, the Indianapolis Division decided—
  - a) To be governed by the same rules governing the Central Association.
  - b) Engineers Maintenance of Way would be admitted to membership.
  - c) The ranking officer of the Transportation Department would represent the road and cast the vote.

It was the sense of the meeting not to make any changes in the rule, at present, but to abide by the foregoing.

The constitution and by-laws of the Car Foremen and Inspectors' Association, as printed in the April, 1897, minutes, was next submitted. After an informal discussion they were adopted as printed.

The minutes of the Car Men's meeting, held June 29, 1897, were read, accepted, and ordered filed.

The Secretary read the following communication:

Indianapolis, Ind., June 23, 1897.

Mr. G. B. Staats,

Sec'y Inds. Division C. A. R. R. O.

Dear Sir: We notice a lack of uniformity among the various lines in this territory when making bills for repairs to tracks, etc., used jointly. In the item, "Use of Tools and Superintendence," some lines charge five percent, others ten and fifteen percent, while others do not add any extra charge to the cost of labor.

I think it would be well to bring this matter before the Association with a view of securing uniformity in making such charges.

Yours truly,

M. W. MANSFIELD.

It was decided on motion to appoint a Committee of One to look into the matter. The Chair named Mr. Mansfield to serve as such committee.

A communication was read from Mr. J. R. Cavanaugh, relative to duplication in printing the minutes of the various divisions, *i. e.*, the same article frequently being printed by all of the divisions, resulting in unnecessary expense. The Secretary was requested to take the matter up with the Secretary of the Central Association, with view of adopting some plan which will avoid duplication.

On motion the meeting adjourned until September 11th.

G. W. BENDER,  
President.

G. B. STAATS,  
Secretary.

## **COLUMBUS DIVISION.**

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Columbus, O., July 14, 1897.

Mr. O. G. Fetter,  
Secretary Cent. Ass'n R. R. Officers,  
Cincinnati, O.

Dear Sir: There was no meeting of the Cols. Div. Cent.  
Ass'n. R. R. Officers today account of no quorum.

Yours truly,  
J. D. BERRY,  
Secretary.

VISION.

Toledo, July 22, 1897.

Mr. O. G. FETTER,  
Secretary Cent.

R. Officers,  
Cincinnati, O.

Dear Sir: No meeting this month.

Yours truly,

WM. GROGAN,  
Secretary.

**PEORIA DIVISION.**

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Peoria, Ills., July 7, 1897.

Mr. O. G. Fetter,  
Sect. Cent. Ass'n. R. R. Officers,  
Cincinnati, O.

Dear Sir: No meeting of this Division will be held this month.

Yours truly,  
A. J. ELLIOTT,  
Sect'y.

## ST. LOUIS DIVISION.

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Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, July 9, 1897.

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Meeting called to order at 11:20 a. m., with President  
Besler in the chair.

The following representatives were present:

B. & O. S. W. Ry.....MR. H. C. BARNARD.....Supt.  
“ “ .....MR. I. L. BURLINGAME..Trainmaster.  
C. B. & Q. R. R.....MR. W. G. BESLER.....Supt.  
“ “ .....MR. A. HAMILTON.....Agent.  
C. P. & St. L. R. R. of Ill..MR. H. S. REARDEN.....Supt.  
L. E. & St. L. C. R. R..MR. E. HOLBROOKE.....Supt.  
L. & N. R. R.....MR. W. S. MCCHESENEY, JR., Sup't Ter.  
St. L. & S. F. Ry. ....MR. A. J. DAVIDSON.....Supt. T.  
St. L. K. & N. W. R. R.MR. A. T. PERKINS.....Supt. Ter.  
Terminal R. R. Ass'n...MR. EDW. DUNLOP.....Supt.  
Wabash R. R.....MR. J. A. HEETHER.....Trainmaster.  
Wiggins Ferry Co.....MR. G. L. SANDS.....Manager.  
“ “ .....MR. J. J. BAULCH.....Gen'l Ft. Agt.  
M. K. & T. Ry.....MR. A. T. PERKINS.  
St. L. Transfer Co.....MR. W. G. BESLER.

President: Unless there are objections, we will dispense  
with the reading of the minutes.

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### Unfinished Business.

None.

### Reading of Correspondence.

Secretary: I have a letter from Mr. H. L. Magee, General Superintendent of the Wabash, dated July 6, as follows:

"Referring to your letter of April 5 to Superintendent Garrett in regard to trip of Association to Detroit July 20, I wish you would take this matter up with the members of the Association and advise me what railroad and sleeping car transportation will be needed to take care of the party, so that I can determine whether or not a special sleeper will be necessary."

President: You will remember that the Wabash kindly offered to give us railroad and sleeping car transportation to Detroit and return via their line, which was accepted. It now remains for us to ascertain from those present, and have the Secretary to communicate with the absentees in regard to who will be able to attend. I will ask those present.

Mr. Barnard? Ans. Yes, sir, will attend with wife.

Mr. McChesney? Ans. Doubtful.

Mr. Heether? Ans. No, sir; nor will Mr. Goodrich be able to do so, as he has requested me to communicate this to you.

Mr. Dunlop? Ans. No, sir.

Mr. Baulch? Ans. No, sir.

Mr. Rearden? Ans. Yes, sir, but by another route.

Mr. Holbrooke? Ans. No, sir.

Mr. Perkins? Ans. No, sir.

Mr. Davidson? Ans. No, sir.

Mr. Sands? Ans. Doubtful.

Mr. Garrett will attend the meeting.

President: I will attend with my wife.

This will give us about half a dozen representatives from this Division, which is about all that we can expect.

Secretary will please communicate with those not present

today, asking if they will go, and whether or not sleeping car reservations on the Wabash should be made for them.

**Secretary:** I have a circular from Mr. Fetter calling the Annual Meeting, copies of which I understand have been sent to each member. Also letter from Mr. Fetter including papers to be read at next meeting.

**President:** Of course these papers will again appear in the minutes of the Annual Meeting, so that those who do not have them now will get them in our proceedings of the Annual Meeting. The object in sending them out in this way is that every member may be able to read them and be prepared with whatever discussion he may wish to offer at the Annual Meeting.

#### Report of Committees.

**Mr. Perkins:** Your committee on rules for interchange of empty cars at St. Louis and East St. Louis, whose report made at the last meeting of the Association was referred back to them by the Association for revision, have carefully taken into consideration the various criticisms and suggestions made at the last meeting; and have also taken into consideration suggestions made in letter of June 10 from Mr. W. E. Beecham, and now report as their unanimous recommendation the following revised rules, which have already been sent out to the members of the Association.

(1) Empty cars belonging to roads terminating at St. Louis, or East St. Louis, shall be delivered direct to owners, except when other arrangements are made. The initials of the cars shall be proof of ownership, and no other marking or carding will be required.

It is understood that cars of various initials belonging to the same system, shall be treated as belonging to that part of the system terminating at St. Louis, or East St. Louis. When there are no direct connections, that intermediate line which has previously handled the car must be used, except when otherwise arranged.

(2) Cars belonging to roads not terminating at, or not running trains to or from St. Louis, or East St. Louis, must be carded by the line delivering the car under load for return to that line, or for delivery to the road which is the proper home route.

For this purpose, a uniform card two inches square made of stout fiber manilla printed in accordance with the following sample, is to be used:

TERMINAL R. R. ASS'N.
ST. LOUIS.
DATE .....
NO. .... INITIALS.....
•
RETURN TO
..... R. R.
AT .....
AUTHORITY.....

One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original return cards are lost or removed, new cards, showing the record, are to be put on by any road delivering the car empty.

(3) Empty cars, when carded in accordance with Rule 2, delivered by one line to another at St. Louis, or East St. Louis, shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept their return.

Empty cars other than those included in Rules 1 and 2, that is, those that have not been handled under load, must be carded home, and the authority for the home movement must be shown.

A charge of fifty cents per car will be assessed in favor of

intermediate line against delivering line in case a return movement is necessary on account of error in carding.

After considerable discussion the last clause of Rule 1 has been added to Rule 1 originally reported, for the proper protection of Transfer, Belt, and Switching Companies.

In Rule 2 the committee have changed their recommendation in regard to size of card, to a card two inches square instead of one and three fourth inches square as recommended in the previous report. The committee believe that a card of this size will be much less apt to be lost or torn off, and will be much more satisfactory in all respects than a card of larger size, as it can be fastened firmly to the car by one tack through the middle, and it will also take less time to fasten it to the car. The sample of card, however, sent out by the Secretary is not quite complete in accordance with the report of the committee, as the committee recommend a space about the size of the head of a tack left in the middle of the card, through which the tack is to be driven, so that the tack will in no case cover any of the information written on the card. The only other point about the card, which needs explanation, is the space provided for authority. This was explained by the committee at the last meeting to be for the purpose of showing record of the car when the car was delivered empty through some different channel from the channel in which it was originally handled under load, or to show the name of officer of company to which car is delivered, who gives authority for the acceptance of the car when the car has not been previously handled by that company under load.

Finally, the Committee have made the third part of Rule 3 to read "a charge of fifty cents," instead of "a penalty of fifty cents," there being some objection, on the part of various people, to the word penalty.

The Committee recommend the adoption of these rules by the Association, effective August 1, 1897; and in addition, as before, recommend to the Association that it request the Joint Car Inspection Association to revise Rule 8 of the Joint Inspec-

tion Agreement to cover empty cars as well as loads, so that the handling of empty cars, as well as loaded cars, will be under the jurisdiction of the Chief Joint Car Inspector.

Respectfully submitted,

C. B. ADAMS,  
Sup't of Car Service, Wabash Railroad.

EDW. DUNLOP,  
Sup't of Terminal Railroad Association.

A. T. PERKINS, Chairman,  
Sup't of Terminals, Burlington Route.

Mr. Rearden: I notice the sample card printed is headed "Terminal Railroad Association." Is it the intention that all cards are to be headed in this manner, or not?

Mr. Perkins: The card printed is simply a sample, as it is supposed that each road will have a card of its own.

Mr. Sands: Owing to the limited attendance today, I move that action on this report be postponed until our next meeting.

Mr. McChesney: I second the motion.

Carried.

President: We have the Committee on Car Service to hear from.

Secretary: The Chairman of that Committee, Mr. C. A. Parker, under date of July 8, writes as follows:

"I expect to be present at the meeting of the Association tomorrow, Friday, the 9th, at 11:00 o'clock a. m., but may be called out of town tonight, and as there is a possibility of my being absent, I write as Chairman of the Committee on Car Service, and ask of the Association further time for this Committee, in which to make their report. We have thus far been unable to accomplish anything, but hope to report something definite at the August meeting."

President: The Committee asks further time; what is your pleasure, gentlemen?

Mr. McChesney: I move that it be granted.

Seconded. Carried.

President: As we have nothing more before us in the way of new business, and the heat today is next to intolerable, unless someone has something to bring up, a motion to adjourn is in order.

Mr. McChesney: I move that we adjourn.

Seconded. Carried.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.

## KANSAS CITY DIVISION.

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Proceedings of the Regular Monthly Meeting of the Kansas City Division Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., July 14, 1897.

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Meeting was called to order at 2:00 p. m., by President Mitchell.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Term'ls.
C. & A. R. R.....	MR. W. L. STEVENSON..	Trainmaster.
C. R. I. & P. Ry.....	MR. W. J. LAWRENCE...	Supt.
“ “ .....	MR. T. B. COOK.....	Trainmaster.
“ “ .....	MR. J. R. BLAIR.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Asst. Supt.
“ “ .....	MR. J. W. MULHERN....	Trainmaster.
K. C. F. S. & M. R. R..	MR. J. H. EMMERT.....	Supt.
“ “ .....	MR. H. S. MITCHELL....	Div. Supt.
“ “ .....	MR. R. V. MILLER.....	Trainmaster.
“ “ .....	MR. W. H. CHURCHILL..	Asst. T. M.
“ “ .....	MR. E. F. EDGECOMB...	Gen'l Agent.
C. M. & St. P. R. R.....	(Not represented).	
M. K. & T. Ry.....	MR. L. W. WELCH.....	Div. Supt.
C. G. W. Ry.....	(Not represented).	
K. C. St. J. & C. B. R. R..	MR. E. G. FISH.....	Asst. Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Term'ls.
“ .....	MR. R. P. ISITT.....	Agent.
Un. Pac. Ry.....	(Not represented).	

Wabash R. R.....Mr. JAS. LAUGHLIN.....Trainmaster.  
“ .....Mr. U. B. DARNALL.....Agent.  
K. C. N. W. R. R.....Mr. R. P. ISITT.....Agent.  
K. C. Belt Ry.....Mr. J. H. EMMERT.  
K. C. P. & G. R. R.....(Not represented).  
K. C. O. & S. Ry.....(Not represented).  
Union Depot Co.....Mr. E. J. SANFORD.....Supt.

VISITOR: Mr. C. W. Sanford, Manager Kansas City Car Service Association.

**President:** If there is no objection, the reading and approving of the records of the last meeting will be dispensed with, as the records have been printed and sent to all members of the Association. I hear no objection and they will stand approved as printed.

Reading of correspondence:

Cincinnati, O., June 25, 1897.

Mr. B. H. Garrigues,

Sec'y Ass'n of Supts. of Kansas City Rys.

Dear Sir: Referring to the application of the Association of Superintendents of Kansas City Railways for membership as a Division of the Central Association of Railroad Officers, would advise that all Divisions have voted unanimously in favor of the admission of your Association as a Division Member of the Central Association of Railroad Officers.

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

Cincinnati, O., June 28, 1897.

Mr. B. H. Garrigues,

Secretary Kansas City Division.

Dear Sir: As I have already advised you of the election of your Association as a Division member of the Central Association of Railroad Officers, the President of the Central Associa-

tion of Railroad Officers, Mr. L. E. Johnson, desires to extend a cordial invitation to your Association to attend the Annual Meeting of the Central Association of Railroad Officers to be held at Detroit, July 20 and 21.

There will be six papers presented on six different subjects, and several other matters presented, of interest to all.

Kindly advise if your Division will be represented.

Yours truly,

(Signed) O. G. FETTER,  
Secretary.

President: The question now is, whether this Division shall be represented at the Annual Meeting.

Mr. Welch: I believe that we should be represented there.

President: It will no doubt be a very interesting meeting, and if there are any of our members who are thinking of taking a vacation at that time, and going in that direction, it would certainly be very nice for them to attend.

Mr. Carson: I will say for the information of the members, Mr. President, that I have read the papers that have been sent to us, and they are certainly well prepared and very interesting, and I have no doubt that there will be some discussion there, on these subjects presented, that will be of great value to all of the members, and I believe as many should go as can.

President: Perhaps the Wabash can send a representative, as they are up in that direction anyway.

Mr. Laughlin: I am unable to say, as our superintendent told me he could not be here today, and asked me to come. I do not have any idea of being able to go myself.

President: I will say for myself that I would like very much to go, even if I could get off only five or six days. I think we could have a fine time and it would do us good, and it would give the members of the other Divisions an opportunity to see what kind of people we are. As the notice has been short we have not had an opportunity to take the matter up with our superior officers, and I would suggest that the

Secretary write to the General Superintendents of the various lines today, and request them to send a representative. Will some one offer a motion to that effect?

Mr. Emmert: I move that the Secretary be instructed to write, this afternoon, to the General Superintendent of each line member of this Association, telling him of our recent admission to membership in the Central Association of Railroad Officers; of its meeting to be held at Detroit on July 20 and 21, and of the desire of the Central Association that every Division should be represented by as large a number of its members as practicable; and that the several roads be requested to send to the Annual Meeting of the Central Association the officials who ordinarily represent them at our meetings; and that they be requested to wire the Secretary whether their road will be represented, and if so, by whom.

Motion was seconded and carried.

President: We will now hear the report of the Committee on Change of Rules, necessary on account of our joining the Central Association.

Mr. Carson: The correspondence which you have heard was turned over to the Committee, and the only thing necessary for the Committee to do was to draft an amendment to the Articles of Association now in force. What we have drawn up is as follows:

*Resolved*, That Article I of this Association be amended to read as follows: "This Association shall be known under the name and style of 'Central Association of Railroad Officers, Kansas City Division,' and the same is created for the purposes of securing cooperation and unanimity of action on the part of Railroads running into Kansas City, in the transfer and interchange of cars and other business at Kansas City, and, generally, for the regulation of all transportation matters in which said lines are interested, and is empowered to make rules and regulations governing the same."

That is all that is necessary to do to complete our membership in the Central Association.

President: You have heard the report of the Committee. What is the pleasure of the Association? If there are no remarks to be made, under Article XI it will be necessary for the Amendment to Article I, which the Committee has submitted, to lie over until the next regular meeting, when it may be adopted by a two-thirds vote. If there is no objection that will be done with this Amendment reported by the Committee.

President: If there is no new business to be presented, it will be in order for us to discuss the subject of the employment of men for train and yard service. The first phase of the subject to be discussed is, "The age limit to be observed in the employment of new men." Perhaps it would be as well to start the discussion on that point, to have the various representatives here state what the practice of their several lines is.

Mr. Lawrence: I don't know as we have drawn any line on how old a man must be if he is active and can do the work, but we don't hire anyone under age for yard work. I don't know as age would have so much to do with it as whether a man can do the work. Some men at fifty will do more than some we have at thirty-five. Of course we would not want to hire anyone seventy years of age in the yard.

Mr. Laughlin: We don't employ any minors in train or yard service, and we limit the age to thirty-nine; where a man is over that age the Superintendent passes on him. Some men at thirty-nine may look as old as men that are forty-five. Our Superintendent passes on the men who happen to turn beyond that point; thirty-nine or forty years is the limit.

Mr. Mulhern: We employ no men in train or yard service under the age of twenty-one, but we have no specified maximum age limit. It is my observation that young men, green men, employed in train and yard service between the ages of twenty-one and twenty-seven, are more apt to learn the business, and learn it quicker, and there is less risk of injury than there is if they enter the service at a later period of life, although I have seen green men employed in train and yard

have known cases where men thirty-five years of age entered the service new and made the very best men. By that time they have got down to bed rock, and their habits are formed for good or bad. I think between the ages of twenty-one and forty-five should be the limit.

Mr. Starr: We employ no men under twenty-one, but we have no maximum limit.

Mr. Lawrence: I would like to say that in answering this question I understood it to mean the hiring of experienced men; that it did not refer to green men who had never done any rail-roading.

Mr. Stevenson: Our management will allow us to hire any one over twenty-one, but we have no maximum. I believe, however, that in hiring switchmen you should always try to get men who have had three or four or more years' experience, no matter what his age is. A switchman will always make a good trainman, but the generality of trainmen would never make switchmen. I don't believe there should be any limit to a man employed as conductor, if he has had experience on some other line; but for a switchman or trainman perhaps twenty-one to thirty-five would be a good limit. Here on our road where there is no seniority we employ a good many conductors, and some of them are as old as fifty, but trainmen never under twenty-one or over thirty-five if we can get them.

President: The next question is, "The best classes from which to draw recruits, assigning reasons." I don't know but it might be well to discuss at the same time two other phases that have a similar bearing. They are these: In view of the higher rates of wages paid as compared with other laborers, is it not practicable to get into the service a better educated and a more intelligent class of men; and should it not become more practicable to do this as the use of automatic couplers and air brakes becomes more general? The other question is, "Should railroads assist young men wishing to become trainmen or switchmen to a practical knowledge of the duties by taking

them on as students, and if so, under what kind of arrangement ?

This, of course, bears entirely on the employment of new men—that is, men who have not had previous experience. We all recognize the advantage of getting experienced men when they are otherwise desirable, but you must admit at the same time that to have experienced men we must, some of us, take inexperienced men to give them a chance to obtain experience. I suppose this whole thing might be taken up under the head of, What Our Respective Companies Do in the Matter of Taking on Students. If Mr. Miller will state the practice of the Memphis Company, I think perhaps that will show what points we wish to draw out.

Mr. Miller: I believe the experience on the Memphis road has been very favorable to the practice of taking on students. I think the greatest point is in the selection of proper men, getting young men somewhere between the ages of twenty-five and thirty, being careful to select young men of good character, sober and active, and of some education and intelligence. We require them to pass the same physical examinations, and for vision and hearing as we do men we employ regularly, and in addition to that we require them to give a release for any injuries which they might sustain. I have here the form of release which we use, which I will read. [Reads same.] We require them to sign that, and then it is the practice of the Fort Scott road to put them only on local trains. We don't believe they would learn very rapidly on the through trains. We assign them certain trains and give them about six or eight weeks. In that time, if they are going to be railroad men, we believe that they will be able to do a pretty good job of braking. Then if they pass the regular examination on train rules we put them on the extra list, according to the dates that they pass.

We find that the local conductors are generally very glad to get these men, because they get to be quite useful. You can't lay too much stress on getting the right kind of men. I have

in mind one young man who is now working for us whose father spent something over twelve hundred dollars on his education, but he insisted on being a railroad man. He has education sufficient to do something else if he desired. Of course it is not absolutely necessary to have men of such education, but I think it will be of great advantage to him.

Mr. Laughlin: After you have had them running on the road for six or eight weeks do you find many conductors who are willing to take them in place of their old men?

Mr. Miller: Yes, sir, on the through trains; it would not do very well to put them on the local trains, especially those that have only two men, but we find they generally get along all right on the through trains.

Mr. Laughlin: Isn't the time pretty short that you allow them to become brakemen?

Mr. Miller: That depends on how fast they learn. Of course if they are able to pass the examination we go a good deal on the recommendation of the conductors with whom they work. We put the question to the conductor whether this man is qualified to discharge the duties of a brakeman; whether he would be willing to take him as a brakeman.

Mr. Laughlin: Do you find any objections from conductors, that they don't think this is a safe man; or they are a little afraid of him; don't think he understands flagging, or something of that kind?

Mr. Miller: Sometimes that is the case, but very seldom.

Mr. Mulhern: I think that a good class to draw recruits from for train and yard service would be assistant agents, agents at small stations, and operators who have been working for the companies for a small salary and are desirous of entering train service. We frequently have applications from such classes, and as a rule they make brakemen from the start. Another class, you will find as a rule a great many young fellows who have grown up in the small towns, and perhaps worked in the section gangs, who are anxious to get into train service. It has been my experience that as a rule they make good brake-

men. Young fellows with some reputation, living in the towns, whose records are known to the agents. We always investigate these cases and write to the agents at the towns, who look into them, and we depend a great deal upon their report.

Mr. Welch: This kind of men that you speak of are the kind we take. We see that they have some education and we look into their records, but we don't have any students. We take these men and put them on a train and say to the conductor: "We want you to take this man and see what you can make out of him." Some of them will take right hold and try and make brakemen out of them.

President: We have tried our plan long enough to know that it works well. I could name a dozen men in our service now, half of whom are conductors who have grown up with us under this system.

Mr. Miller: They have made the most loyal men and follow instructions better than any other men.

Mr. Mulhern: You are not dealing justly with those young men who start in as messengers and operators; who learn the duties of those positions with a view to getting into train service.

Mr. Miller: We don't bar those men from becoming students. We give those men the preference; they get on a train that much sooner.

Mr. Mulhern: Is it not a fact that an operator who has been at a station for two years, handling train orders, etc., who must have some education to do that, is a better brakeman at the end of two years than your student is who has been on a train as a student four months?

Mr. Carson: It has been my experience that it costs money to educate men for train and yard service; that is, while they are learning all the little curves, and grades, how to couple, signals and everything of that kind, the companies are paying for it; and from a selfish standpoint it would be better for the railroads to employ only men who have had an experience of two or three years. At the present time the country is flooded

with railroad men, ranging from twenty-one to thirty and thirty-five years, who are competent, who have served their time as apprentices; and it seems to me that until business revives, and until this great army of men has been partially employed, that it would not be wise at this time to take on any students, because even though a man has worked a couple of months or so as a student, and feels that he knows all about it, there are lots of things that he has got to learn, and before he becomes a competent trainman he will do many things that will cost the Company money. The course that I have pursued, and expect to pursue for the Missouri Pacific, for the present, is that none but experienced men need apply, because there is no dearth of railroad men.

Mr. Emmert: I should think that the service would require new blood, and a good deal of it, too, and that if you get your men in such a way as we have been getting them, that is, a good many of them, I believe that inside of five years you would have a better class of men. We follow the same practice with section force and with station force, and while we have many old railroad men in station service and on the section force, I believe we have as good a class of men as most of the roads do that might pursue a little different policy. We have found in time of trouble that we could depend on them more strongly than we could the other class, and in saying that I do not mean that trainmen are disloyal.

Mr. Carson: It is true that there is a floating element of railroad men that are undesirable, who can't work on any railroad. I do not mean that class, but I mean those who have been thrown out of employment because of depression in business. There are a great many men who have had three, four or five years' experience that are just as competent, just as loyal as those who are at work and have been working longer. However, I am perhaps uncharitable enough to be willing to let the Memphis Route educate the men and we will take them afterward.

Mr. Welch: I think we have fifty men right at Parsons today who have been pulled off on account of light work.

Mr. Emmert: We don't want you to think that we are running a kindergarten, for we are hiring some experienced men, and we don't run around trying to find students to teach.

President: There is one other point now for discussion. I will consolidate the two other questions. They are, "How rigid an examination should candidates be required to pass?" and "How thoroughly should a candidate's past record be investigated, and what classes of offenses, if any, should bar candidates from employment?"

Mr. Lawrence: On the Rock Island they have to stand an examination on the Book of Rules, and also pass our surgeon's examination for hearing and eyesight. If I remember right, in our application blank they have to account for themselves for the past three years. They have to have education enough to fill out the application with pen and ink, and answer all the questions. As for going into their past record, that is a pretty broad matter to handle, and I don't know where we would stop.

President: How about a man who has been discharged from some other road for a headend collision?

Mr. Lawrence: I don't think he is quite as apt to have another as he was to have the first one, any more than a train dispatcher who makes a lap order. Every man is liable to make a mistake, and if there was one sixteenth of the mistakes made by trainmen that some of our accountants make, we would have our hands full all the time.

Mr. Laughlin: All our men are required to make out an application, giving the date of their first railroad service, and in fact a complete history up to the present time, with the length of service on the different roads. They make it out in their own handwriting, are required to show whether they are sound in body and limb, and if they were ever injured, and how they settled with the companies. Then we require them to study up our rules and pass an examination, particularly on flagging,

signals and general rules pertaining to the duties of flagmen and brakemen. Then they are required to pass an examination on vision and hearing.

A man who has been discharged by some company on account of a mistake is not barred. But where a man has been an agitator or something of that kind we notify him that his application is rejected. The application is made out in the trainmaster's office, and this examination is also conducted by the trainmaster in regard to train rules and matters of that sort, and his recommendation is forwarded to the superintendent's office, where the application is accepted or rejected. He is given to understand that he is not to be considered as employed until his application has been approved by the superintendent, although he may have already commenced work.

Mr. Welch: We have the men take out application as Mr. Laughlin speaks of, but as far as my division is concerned draw the line on the man who has been discharged for drunkenness. I have been working men for thirty-five years, having more or less men under me, and I have discharged hundreds of men for getting drunk, and I can't recall an instance where a man was taken back that he didn't get drunk on me the second time. That is the reason that I have made this rule. If a man has had a headend collision and his application shows it, I have very often hired those men, for I don't believe they are very likely to make the same mistake again. But this thing of getting drunk is not a mistake. It is altogether different.

When a man comes into my office and says he has railroaded fifteen or twenty years and has never been discharged, that man I don't hire because I know he is telling me a lie when he says it. There is no man that has railroaded twenty years that has not had some trouble. I had a headend collision myself, and there was nobody to blame for it but myself. There is no man that don't make mistakes. We always look up a man's character, whether he is a man that pays his boardbills and such things as that. Of course if we find a man has been an agitator or connected with a strike, or discharged for drunkenness, that

is where we draw the line. I don't want to be bothered with that kind of a man.

Mr. Carson: Candidates for employment on the Missouri Pacific are required to go through about the same examination that has been mentioned by Mr. Laughlin, except that he is not required to pass a regular physical examination, but I don't regard a man as incompetent or dangerous to employ who has at one time been discharged for drinking. There are different stages of drunkenness. There are some men who have gone so far that they are past redemption, but there are many who have just drank enough to lose their job, and by losing their position they have learned such a lesson that it may make them more careful in the future, and another road it seems to me would not be jeopardizing its interests in employing them. Therefore, if he has been in other work in the meantime and can bring me a certificate of good character for a period of a year, I would consider his application, but I would not like to employ a man who has just been discharged for drunkenness. I think he should have served a probationary term for a year to show that he could behave.

The same I think is true of errors made in train service, of improper flagging, or headend collisions even, or for strikes. Because a man struck in the 1894 strike should not bar him from employment at this time if he shows that he is repentant, acknowledges that he made a bad break, and especially if he has hunted several months for a job and could not get one. I would trust one of these men more than one who had never had any experience in a strike, and looking over the country for a position. Experience is a dear teacher but is a good one.

Mr. Welch: There is a difference between an agitator and one who was forced to strike. There were a great many good men in the '94 strike that were not really connected with the strike, but were forced out. I don't think they should be censured so much.

President: One of the men who gave me the most trouble during the strike of 1894 was a man who had twice before lost

his job for beng connected with strikes. I thought he had had enough and could be depended upon, but he was one of the leaders.

Mr. Stevenson: Our management is very rigid on passing upon applications for employment. A habitual drinker has no more hopes of getting employment on the C. & A. than we have assurance that we are going to heaven. Dishonesty is another trait that should bar a man, and a mistake that would cost the company a great deal of money in my judgment should bar a man from employment. Such a man has no place in this business—he would make a better farmer.

President: Don't you think some very good men have made blunders?

Mr. Stevenson: Well, I know lots of good men that haven't that can be had in this business. Of course I don't mean that every little mistake should bar a man, but going away and leaving a main line switch open, that is an act that I don't believe should be overlooked; and a man failing to give his engineer a copy of an order that restricts his rights or changes meeting points or takes away some of his rights and gives rights to some other train—something of that kind should not be overlooked—that is the kind I mean.

President: Do I understand that the C. & A. will not hire a man if, on investigating his past record, it appears that the Memphis or Missouri Pacific has discharged him for overlooking a meeting point?

Mr. Stevenson: Yes, sir; they will not employ a man that has ever been discharged on any other road for such an error, and if he has been discharged or resigned on the C. & A., he can't get back in our service. While that may appear very severe, yet we find that it gives us absolute control of our men, and I think that has been the means whereby our general superintendent has such control of his men. Our general superintendent is very strict about that. If a man is taken back, it would have to be done with the consent of the general manager and general superintendent. We could not do it. Their idea

is that we get better service, have better control of the men, and get a class of men that expect to remain with the C. & A. We have a great many employees in both train and engine departments that have been with us for years. Our men do whatever work we tell them to do. If we want to send yardmen out on the road or have train crews do yard work, they do it.

Mr. Laughlin: Mr. Stevenson, you made the remark some time ago that you found that yardmen usually gave better service and made better trainmen than trainmen did in the yard. Our experience with yardmen taken into train service—that is, putting them on a local freight train, has been that it is a hard matter to get a move on them. How do you arrive at the conclusion that a yardman makes a better trainman?

Mr. Stevenson: I say, as a rule, yardmen will make better trainmen than trainmen will switchmen—the generality of trainmen.

Mr. Churchill: My experience with switchmen as brakemen has not been a very flattering one, but, on the other hand, my experience with brakemen as switchmen has been much less successful. The ordinary old switchman I don't think is a success as a brakeman. They are not addicted to setting very many brakes. They are more accustomed to doing work on a level track, and they won't be as careful about seeing that cars are properly held in leaving them on side tracks. But the ordinary brakeman, with nothing but a brakeman's experience, is not a success as a switchman, by any means. There are a great many, even with considerable experience as switchmen, who never do make good switchmen. Of course that is not always the case, but I never saw a brakeman taken off the road and put into the yard that was a success as a switchman at the start; he is almost a student from the beginning, and has everything to learn over.

President: I know that it has been my experience that some of the very best trainmen I have had have come from the yard, but they were really exceptional men—not ordinary switchmen.

Mr. Starr: We investigate a man's past record with reference to his being an agitator, as to his temperance or intemperance; he has to undergo a very thorough investigation in that respect, but we don't debar a man from service if he has previously gotten into some head-end trouble. Such cases are always investigated very carefully, however. We figure that probably he will never make the same mistake again. His general character as a man is also very thoroughly investigated. Of course, in addition to that, we have the usual physical examination.

President: I will say for the Memphis road that we have not barred from our employment men who have been discharged from other roads for some accident, if it is shown that the accidents for which they have been discharged have not been a part of a uniformly bad record, if, aside from the accidents for which they were discharged, their services were perfectly satisfactory. We have very frequently hired such men. I have in my service now as a brakeman a man of good habits, and a good trainman, who has been in the business probably twenty years, and has been a conductor on other roads, but he has lost his position three different times on account of head-end collisions, and who has frequently asked me to promote him to a conductorship. He has told me that the experience has had will probably keep him from having any further trouble. I have said to him that while that may be so, it had struck me that he was a "Jonah," and I could not afford to take the risk.

Mr. Starr asked for information in regard to the enforcement of the rule for closing freighthouses at 4:30 p. m. The custom was very fully set forth by Messrs. Isitt and Edgecomb.

The following topics will be discussed at the next meeting:

What rule is the best to follow in making promotions in train and yard service?

To what extent should seniority govern? What are the advantages and disadvantages of observing seniority?

What examinations should brakemen be required to pass before being promoted?

From what class should passenger conductors be promoted, and what considerations should govern their selection? Should seniority be observed?

Should conductors have special training for passenger service?

Are train collectors desirable?

What class of men should be used for passenger brakemen and train baggagemen, and what opportunities are there for their further advancement?

What is the experience with joint train baggagemen and express messengers?

How serious offenses should be punished by less than dismissal, when committed by employees whose previous service has been entirely satisfactory.

There being no further business, an adjournment was taken until the date of the next regular meeting, August 11, 1897.

H. S. MITCHELL,  
President.

B. H. GARRIGUES,  
Secretary.

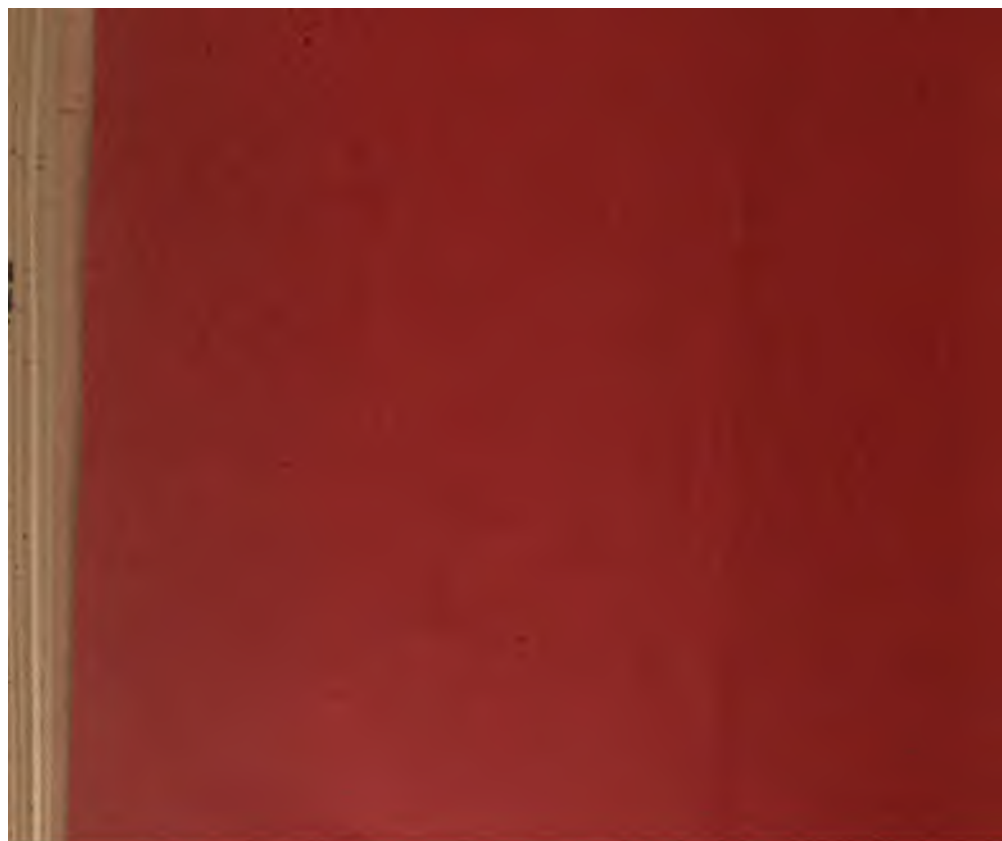
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CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



SEPTEMBER.



CINCINNATI DIVISION . . . . .	September 1st.
INDIANAPOLIS DIVISION . . . . .	
COLUMBUS DIVISION . . . . .	September 15th.
TOLEDO DIVISION . . . . .	September 13th.
PEORIA DIVISION . . . . .	September 14th.
ST. LOUIS DIVISION . . . . .	September 10th.
KANSAS CITY DIVISION . . . . .	



1897.

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## CINCINNATI DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, September 14, 1897.

Meeting called to order at 11:05 a. m., with Vice-President  
Lewis presiding.

The following lines were represented:

B. & O. S-W. Ry.....	MR. C. H. HOWARD.....	Supt.
“ “ .....	MR. J. G. NEUFFER.....	G. M. M.
C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “ .....	MR. F. M. LAWLER.....	D. M. M.
C. H. & D. Ry.....	MR. R. B. TURNER.....	Gen'l Supt.
“ “ .....	MR. A. GALLOWAY.....	Supt.
C. N. O. & T. P. Ry...	MR. W. J. MURPHY.....	Supt.
“ “ .....	MR. J. P. MCCUEN.....	Supt. M. P.
C. & O. Ry.....	MR. GEO. W. LEWIS.....	Supt.
“ .....	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“ “ .....	MR. LEWIS HOOD.....	Supt.
“ “ .....	MR. WM. ADAIR.....	D. M. M.
P. C. C. & St. L. Ry..	MR. RALPH PETERS.....	G. A. & Supt.
“ “ .....	MR. GEO. B. FRAVELL.....	R. F. of E.

VISITORS: Mr. Mason Rickets, D. M. M., C. C. C. & St. L.  
Ry.; Mr. J. M. Arnold, Agent, C. N. O. & T. P. Ry.

Chairman: As the minutes of the previous meeting have been printed and distributed, unless otherwise desired, they will stand approved as printed.

**Proposed Agreement for Interchange Car Inspection at Cincinnati.**

Mr. Bender: I move that the Secretary occupy the Chair during the discussion of the proposed new agreement.

Seconded and on vote adopted.

Chairman: As copy of the proposed new agreement was furnished the various members with the request that they check over same and come prepared to take action at this meeting, the subject is now before you for action.

Mr. Lewis: I move that the proposed agreement be read by sections and discussed as read.

Seconded and carried.

Secretary read proposed new agreement by sections; after which same were thoroughly discussed, corrected, amended, and on vote the following adopted:

To provide for uniformity in freight car inspection, and to facilitate the interchange within the switching limits of Cincinnati, as established by this Association, the representatives of the roads members of the Cincinnati Division of the Central Association of Railroad Officers hereby adopt the following rules and regulations to govern the inspection and interchange of freight equipment:

**ARTICLE I.**

Section 1. The Cincinnati Division shall elect annually a standing committee of seven members, each road interested having one representative, to be known as the Standing Committee on Interchange Inspection. Said Committee to be composed of four members of the Mechanical Department and three members of the Transportation Department of roads members of this Association. The Committee shall elect its own Chair-

man. Four members of the Committee shall constitute a quorum, and any vacancies occurring in the Committee shall be filled by the members thereof.

## ARTICLE II.

Section 1. The Standing Committee shall have general charge and supervision of Interchange Inspection under instructions of the Cincinnati Division, to whom it will report monthly, or oftener when called upon.

Section 2. The Standing Committee shall appoint a Chief Interchange Inspector at a salary not to exceed \$100.00 per month, and allow him a clerk at a salary not to exceed \$60.00 per month. Such appointments to be subject to the approval of the Cincinnati Division.

Section 3. The office of the Chief Interchange Inspector shall be located at such point as may be determined upon by the Standing Committee, approved by the Cincinnati Division.

Section 4. The expenses of the office shall be looked after and approved by the Standing Committee and be kept by the Secretary of this Association, who shall make the necessary monthly assessments and pay the salaries and bills as they arise, as provided in the rules of the Association.

## ARTICLE III.

Section 1. The Standing Committee will consider appeals from the decisions of the Chief Interchange Inspector.

Section 2. Appeals shall not be made to the Standing Committee without the consent of both parties to the dispute, but may be made direct to the Association without such consent, but in no case shall an appeal be made until after the ruling of the Chief Interchange Inspector has been complied with, and the bills for the work done by his ruling have been presented.

#### ARTICLE IV.

Section 1. Master Car Builders' Rules shall govern Interchange Inspection, although roads members of this Association may vary from same by mutual agreement, such agreements before becoming operative must be filed with the Chairman of the Standing Committee, in order that he may notify the Chief Interchange Inspector, also the Master Mechanic of the roads interested.

Section 2. In all such agreements the delivering road shall upon demand provide for defects under M. C. B. Rules, should the receiving road desire to run the car upon its line.

#### ARTICLE V.

Section 1. The Chief Interchange Inspector shall decide any disagreements which may arise between the inspectors under the rules.

Section 2. He must perform his duties impartially toward all roads members of this Division, and shall keep a book record, in a form prescribed by the Standing Committee, of all cases upon which he makes a ruling, and such book shall be open at all times to all members of this Division.

Section 3. In event the Chief Interchange Inspector issues a defect card against any road member of this Division, he shall notify the Master Mechanic or Foreman of Car Repairs of road carded against by furnishing a duplicate stub of such M. C. B. defect card.

On motion, duly seconded, meeting adjourned at 12:40 p.m. to meet again at 2 p. m.

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Meeting was called to order by the Chairman at 2:05 p. m.

#### ARTICLE VI.

Section 1. Inspectors at interchange points may by agreement act jointly for the roads in interest if so desired by such roads.

Section 2. Inspectors failing to perform their work in a satisfactory manner shall be reported by the Chief Interchange Inspector to the proper officer of such road and the Standing Committee.

#### ARTICLE VII.

Section 1. Cars rejected by any road shall not be returned to the delivering road until such delivering road has been notified of the cause of rejection.

Section 2. In case a car which is in need of repairs should be overlooked by the inspector at interchange point, and car delivered, said car may be repaired by receiving road on an order from the Chief Interchange Inspector, said order to accompany bill against road delivering car, provided the defect is discovered within the switching limits of Cincinnati.

#### ARTICLE VIII.

Section 1. In case a loaded car is delivered which is in need of repairs that render transfer necessary in order that repairs can be made, the Chief Interchange Inspector shall give receiving road an order to transfer and charge same to road making delivery.

Section 2. The Chief Interchange Inspector will not give an order for transfer in such cases without receiving written notice from the Foreman of Car Repairs of the road which received the car that he can not make the repairs inside of 24 hours, shortage of material by any company not to be considered a reasonable excuse.

Section 3. The receiving line must not transfer a car when it considers that freight will not stand transfer without conferring with and receiving authority from the delivering road.

Section 4. This rule can be varied in order to comply with the U. S. custom regulations governing goods in bond.

Section 5. Bills for transfer shall be rendered monthly, in accordance with the tariff of charges as shown in Tariff No. 1, effective January 11, 1892.

#### ARTICLE IX.

Section 1. It is understood that companies delivering cars shall be responsible for the over and improper loading, and shall pay for the transfer of cars made necessary from this cause.

#### ARTICLE X.

Section 1. In all cases where the Chief Interchange Inspector gives an order for transfer or repairs of cars he shall send a duplicate of said order to Superintendent of road delivering car, and fully set forth thereon the nature of the defects and the character of the lading.

#### ARTICLE XI.

Section 1. Cars to be switched or reconsigned may be interchanged upon a switched defect card, but if the receiving road decides to run such cars to destination outside switching limits the delivering road shall provide for defects under M. C. B. Rules. It is understood that in the case of transfer being necessary for reconsigned cars the receiving road shall make the transfer.

(C. H. & D. Ry. voting against this Article.)

Articles I to XI adopted as above.

## ARTICLE XII.

Section 1. Roads wishing to refuse cars on account of their condition, construction, or the lading of the cars, or on account of the local conditions of their lines, such as tunnels, bridges, etc., may do so, and can demand that the cars or lading be put in proper shape before they receive the same by notifying the Chief Interchange Inspector, who shall send copy of said notice to the Superintendent of each road party to this agreement.

Mr. Murphy: I would like to offer in addition to the Article as it now stands the following: "Except that roads will not refuse to receive their own cars when in good order." I would add further that if this addition is not adopted the C. N. O. & T. P. Ry. will withdraw from the Association.

Mr. Turner: I would state on behalf of the C. H. & D. Ry. that we will not agree to having that clause added to the Article just read.

After some informal discussion in regard to this matter the following was offered:

Mr. Lewis: I move that consideration of Article XII be laid over until the next meeting.

Seconded by Mr. Howard and adopted.

## ARTICLE XIII.

Section 1. The Articles of this agreement may be amended at any regular or special meeting of this Association and adoption had at the next regular or special meeting upon due notice issued by the Secretary.

Section 2. The representatives of railroad companies parties to this agreement not present at such meeting shall be allowed to vote by letter, and amendments shall be adopted if they receive a vote of five sevenths of the roads parties to this agreement, and the Secretary shall convey proper instructions to the Standing Committee.

#### ARTICLE XIV.

Section 1. This agreement shall be in effect on and after the date of its approval by the members of this Association. It shall continue for the space of one year from the date of approval and thereafter, unless abrogated by written notice of the representative companies, provided, however, no company shall withdraw from this agreement without giving 90 days advance notice.

Articles XIII and XIV adopted as above.

Mr. Peters: I move that the agreement as amended be written up and copies sent to each road member of the Joint Car Inspection Agreement.

Seconded and on vote adopted.

Mr. Turner: I want to give notice that on and after December 1, 1897, the C. H. & D. Ry. will decline to participate in the Joint Car Inspection Agreement at Cincinnati.

Discussion on the proposed new interchange agreement being over, Mr. Lewis, Vice-President, again took charge of the meeting.

Secretary: The next subject on the call is "Delivering freight on Saturdays after 12:30 p. m." This matter was brought up at the request of the C. & O. Ry.

Chairman: This matter was brought up at a meeting some time ago, and no action was taken as it was understood at that time that there was nothing in the rules to prohibit delivering freight on Saturday afternoons. The Secretary, in looking the matter up, however, found that the rules of the Association prohibit the delivery of freight on Saturday afternoons, so that if it is to be allowed, some action is necessary on the part of the Association.

After considerable informal discussion the following was offered:

Mr. Peters: I move that the resolution of this Association relative to closing on Saturday afternoons be amended to read, "that all freight stations in Cincinnati be closed on Saturdays at 12:30 p. m., commencing with May 16, 1896, and that no freight be received after that hour, and that no freight except live stock and perishable be delivered after that hour except on special demand of the consignee."

Seconded and on vote adopted.

Secretary: I have some correspondence here between the C. & O. Ry. and the Joint Car Inspector relative to refusal of lines to accept cars containing rubbish; the C. & O. Ry. requested that the matter be brought up at this meeting with a view of having some general rule adopted to govern the matter.

Mr. Turner: I move that the matter be referred to the Standing Committee on Joint Car Inspection for a recommendation of a general rule to govern the matter and report to this Association.

Seconded and carried.

Mr. Arnold: I have some papers here covering a refusal of car M. S. S. 482 by the L. & N. R. R., account of draw-bar being  $2\frac{1}{2}$  inches higher than allowed by law, and which was then diverted by the P. C. C. & St. L. Ry. to the C. N. O. & T. P. Ry., and was forwarded via that line. I would ask that these papers be referred to the Standing Committee on Joint Car Inspection in order that they may investigate the matter and report to this Association, if, in their opinion, there should not be some understanding between the lines at Cincinnati as to handling cars under such circumstances. I also have some doubt as to the right of the P. C. C. & St. L. Ry. to divert the car to the C. N. O. & T. P. Ry., and of the right of the C. N. O. & T. P. Ry. to forward the car in the condition in which it was.

Mr. Turner: I move that the matter be referred to the Standing Committee on Joint Car Inspection for investigation and report.

Seconded and on vote adopted.

Secretary read letter from Mr. J. A. Keegan, presenting his resignation as a member of this Association, and same was accepted with regrets.

The names of Mr. Mason Rickets, D. M. M., C. C. C. & St. L. Ry., and Mr. C. C. Riley, Superintendent Car Service, B. & O. S-W. Ry., were presented for membership and duly elected.

No further business appearing, on motion, duly seconded, meeting adjourned at 4:15 p. m.

GEO. W. LEWIS,  
Vice-President.

O. G. FETTER,  
Secretary.

## INDIANAPOLIS DIVISION.

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Indianapolis, Ind., September 18, 1897.

Mr. O. G. Fetter,  
Secretary.

Dear Sir: On account of not having a quorum the regular meeting of this Division was not held Saturday, September 11.

The following members were present:

G. W. Bender, Superintendent C. C. C. & St. L. Ry.

A. A. Zion, Superintendent I. U. Ry.

O. E. Raidy, Trainmaster Vandalia Line.

Yours truly,

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building, September 15, 1897.

Meeting called to order at 2:00 p. m. with President Connors  
in the chair.

The following lines were represented:

C. H. V. & T. Ry.....	Mr. M. S. CONNORS.
“ “ .....	Mr. R. S. QUIGLEY.
“ “ .....	Mr. T. R. LIMER.
“ “ .....	Mr. Wm. MICHEAL.
B. & O. R. R.....	Mr. J. H. GLOVER.
P. C. C. & St. L. R. R.....	Mr. E. MORRELL.
“ “ .....	*Mr. S. P. BUSH.
T. & O. C. Ry.....	Mr. T. F. WHITTELEY.
“ .....	Mr. J. F. ANGELL.
“ .....	Mr. H. C. FERRIS.
N. & W. Ry.....	Mr. J. W. CAMPBELL.

\* Represented by Mr. W. B. Wagner.

VISITORS: Mr. W. E. Beecham, Car Accountant C. M. &  
N. Ry., Mr. M. C. Trout, Car Accountant T. & O. C. Ry.  
Reading of the minutes of previous meeting dispensed with.  
of the meeting of the Yardmasters' Association were  
approved.

**Unfinished Business.**

Mr. Limer: I will state, Mr. President, that the Committee on Uniform Coach Rental beg leave to report that they are not in shape to report. We find such a variety of opinion that it will take a great deal of time before they will be in shape to report. We hope, however, to have it at the next meeting.

**New Business.**

Resignation of Mr. J. A. Keegan, M. M., C. C. C. & St. L. Ry. was read.

Mr. Glover: For information I would like to ask if it has been customary for members to resign individually, or each road.

President: Each road has a membership when it comes to a question of voting, but when it comes to individual membership, each member elected has a right to withdraw. It has been the practice heretofore to accept withdrawals of that sort.

Mr. Glover: I move that the resignation of Mr. Keegan be accepted.

Seconded by Mr. Quigley. Carried.

President: We have with us today Mr. W. E. Beecham, Car Accountant Chicago, Milwaukee & St. Paul Ry., who is here at the invitation of the Association to address it on "The handling of foreign equipment in large terminals." Mr. Beecham, we will be very glad to hear from you.

**Address of Mr. W. E. Beecham, Car Accountant C. M. & St. P. Ry.**

Mr. President and Gentlemen:

I thank you for this opportunity to address you today upon this subject. I can only talk to you in an informal way, as I have not made any preparation, and anything that I may say will not be very strongly supported by statistics or figures of any kind. I think you will agree with me that there is no department of railway service offering such opportunities for

the exercise of economy as the department of car service, and by this I mean the judicious distribution, expeditious movement, and economical use of freight cars.

There are in this country, owned by the railroads of the United States, about a million and a quarter of freight cars, and this may be said to represent an investment of \$350,000,000.00, and while the numerical strength of this country has not been increased, the total number of cars is decreasing.

Comparing the cars in existence in 1897 with the number in 1896, it has very materially decreased, yet I believe the capacity is increasing, and the expense on the amount of the investment is continually increasing, and I suppose that it will continue to increase until new methods are inaugurated to increase the usefulness of freight cars.

It is a well-known fact that any good bicycle rider can cover four times as great a distance in one day as the average mileage of freight cars at the present time, and although railway companies have made strenuous efforts individually to increase the earning capacity of their rolling stock, there has been no united effort to that end, and the result is that the average performance of freight cars remains about the same, that is, about 25 miles a day.

The great question with us is: "How can we increase the earning capacity of freight cars and thereby obviate the necessity for further investments in equipment?" That is a question that in my judgment is worthy of the attention of every transportation official, and I believe that it is attracting a great deal of attention, and will continue to be food for thought until the question is solved.

Now, without stopping to consider what measure of success or failure has resulted from the efforts of railways to conserve their mutual interests in the past by the formation of pools or other compacts, I am firmly of the opinion that their mutual interests, so far as the handling of cars is concerned, can only be preserved by the adoption of a uniform practice in the handling of cars.

The interchange of cars between railways should be free and unrestricted, and the rights of ownership of cars should always be respected. What we desire to bring about is the establishment of rules based on that idea, and we want to have these rules based on the principle of loading cars in a homeward direction, so as to secure their prompt return to the roads that own them. Whoever has a foreign car in his possession has the right to load it for home, or in the direction of home, or they should have the privilege of sending it in an opposite direction from home if, by doing so, they can obtain a load for it that will take it home, but beyond that privilege the rights of the possessive company do not extend. Whenever this can not be done the car should be returned to the road from which it was received, in order that it may be returned to the owning company as early as practicable.

Our experience in the Chicago terminal has convinced us that there is a great deal of time wasted, and that cars make a great many unnecessary movements, which are alike an expense to the switching power and very detrimental to the interests of the owners of the cars. For example, it has always been the practice, up to within the past year, that a car must be returned to the road from which it was received. Thus it was that a C. & N. W. car would go west over the Michigan Central R. R. and go into the terminal of the C. M. & St. P. to be unloaded. When the car was made empty the C. M. & St. P., instead of returning that car to the C. & N. W. road, the road that owns it, would turn it right back to the Michigan Central, then the Michigan Central would card it for the C. & N. W.

We introduced a set of rules to govern the handling of cars in that terminal, and they went before the General Superintendents' Association and were adopted November 1, 1896, and while they were not adopted in the full sense in which I desired to have them, they have, nevertheless, proved to be a great success, and I am safe in saying that they have resulted in a great saving to the combined switching power of that terminal.

It is a reasonable estimate to make to say that at least twen-

ty-five millions of cars are handled in the Chicago terminals in the course of a year, and we find that it costs about \$1.00 a car to handle them, trackage and everything included. Now, if one of these cars makes two movements where one should suffice, the extra move is an unnecessary expense. If you can reduce the movements of cars in terminals, or in such a terminal as that, say  $\frac{1}{4}$  of 1 percent, the saving to the combined switching power of that terminal would amount to about \$62,500.00 a year. Besides that, the expeditious return of cars to the owners, the service in which they can be used to best advantage is of far greater importance than the saving that can be effected by reducing the movements of the cars.

I have made a very careful study of the situation in Chicago. I also carefully investigated the situation in St. Louis, and I went before the Superintendents' Association there and got them to adopt rules similar to the ones that were adopted in Chicago. It was no uncommon thing in St. Louis to see a car kicked back and forth between one railroad and a terminal, or two railroads, half a dozen, or even a dozen times. All this time it was occupying valuable room; it wasn't earning a dollar; it was in everybody's way. While the Superintendents' meeting was being held there, or I should say before the meeting took place, I went down into the yard and found a C. M. & St. P. car standing within a short distance of the terminal station, and there was nothing on it, no marks of any kind, so I took the number of it, and when the meeting was called to order I mentioned it, its location, and I stated that I did not believe that there was a man in that terminal who could tell where that car belonged for home. There were no marks of any kind on it, and when I got home I found a telegram from Mr. Roederer, asking me for the home route of the car. I found upon looking up its record that it had been in the terminal 42 days. On another occasion I found that one of our large furniture cars had made 11 empty moves to four loaded ones in that terminal. But since the adoption of the rules and the proper carding of cars we have had no occasion to complain of them. We have

had no correspondence with anybody in St. Louis, to amount to anything, since that time. This plan is what I am seeking to have adopted in all large terminals. I believe that in every terminal where several roads terminate they should adopt rules that will be suitable for their government in the handling of cars, and if they do, I am satisfied that it will save a great deal of expense to the switching power. The result in Chicago justifies me in saying this, and I am sure that the effect in St. Louis has been very beneficial.

Now, in arguing this point, I have often ran across considerable opposition. For example, they said, "What shall we do to keep these cars in proper line?" They pointed out the fact that they were doing an immense business, that they could not stop to inquire into the movements of every car, and as for reporting it to the owners for home route, that was out of the question. Why was it out of the question? Well, they haven't got the room; they were crowded. I said, "If you follow out these cases that I bring to your notice you will find that these very cars occupy valuable space in this terminal ten times as long as if you had taken proper steps to secure home route."

In Chicago the situation was very bad. Cars were making a great many unnecessary movements in that terminal because of that old idea that a car must be returned to the road from which it was received. That grew out of the practice that was in vogue many years ago, but there was some reason for its existence at that time. For instance, the condition of the car had a great deal to do with it. If we received an M. C. car from the Rock Island road in that day, and carded it to the Michigan Central, and it was in a defective condition, they would tell us that they would not have it, and the result would be that we would be obliged to take it back, pay the trackage on its coming back to us, and then send it to the Rock Island, and pay the trackage on that move too, and so we were practically blocked by the Master Car Builders; but since the adoption of their new rules of interchange, which are probably the best rules that were ever devised for a uniform practice, all that is done

away with. We are no longer responsible for the condition of a foreign car, and we can handle them just as rapidly as cars can be passed from one subdivision of a railroad to the other. The M. C. B. rules relieve us of all responsibility for the condition of a freight car, if that condition is due to ordinary wear and tear in service. If we handle the car roughly and damage it, we of course are responsible then, but not otherwise, and so we have tried to make a complete change, and that is a very radical one. It is based on the idea that a foreign car shall be returned to the road that owns it, and not to the road that it was received from. I suppose that even in this terminal, which is a similar one, the same difficulties perhaps occur, and the same unnecessary movements of cars may possibly take place. I am not familiar enough with the business here to know whether this is true or not, but it seems to be true in every place that I have any knowledge of.

So far as our road is concerned, we, of course, are obliged to load large numbers of our cars for all points on the compass. We have one or two divisions that run up into northern Wisconsin where they have nothing but lumber. That is the output of that country, and we can send any foreign car that we get on our line; we can send it up there and give it a load that will take it to the road that owns it, or very near that road, so we don't have so much difficulty in securing the home movement of foreign cars as perhaps some other lines, but I believe that the principle is the true one upon which to handle cars, and is the only true one; that is, to make the initials of the car all that is necessary to secure its homeward movement.

The distribution of cars on every railroad should be under the head of one person. It matters not whether the road is a small one or a large one, and that person should have absolute control of the equipment. He, of course, must have a good knowledge of the business of the road that he is connected with. He must not only know where the business is, but he must know what cars to use, and he must have authority to place them where they are needed. Sometimes it becomes necessary

on our road to strip the divisions east of the Mississippi for the benefit of other divisions, especially when grain is moving, and when an order goes out from our office to cut them short and send their cars to some other division, that order is imperative and is obeyed just as promptly as if it was issued over the name of the President or General Manager. That is the only way in which we could handle the equipment on our road. We have 22 train-dispatchers and these train-dispatchers are our local distributors. The only rule that we hold them up to is that they may load a foreign car to the road that it belongs to, or in that direction. If they can not do that, then they have to report it to our office and we send it where it can be done, or we direct them to return it empty to the road that we received it from.

I believe that every railway company should have the privilege of making the most economical and best use of all the cars that come into their possession; that they should not be put to any unnecessary expense in handling the car; that they should reduce their mileage as low as they possibly can; and, as I said before, I believe there is no department in the railway service offering such a field for the exercise of economy as the car service department. Little attention has been paid to that heretofore. Transportation officers have been too busy building railways and getting them ready to do business to pay much attention to the distribution and handling of cars. If they were short of cars, they would help themselves wherever they could in many cases, and if they could not supply their needs in that way, then they have run to the management and said "We must have more cars," forgetting entirely that there are cars enough in this country to amply provide for all wants at the present time, if they were properly handled. Of course there are a great many conditions that arise that prevent cars from being properly handled; that is, conditions that cause delay to cars, which none of us can avoid. We probably will always have to endure that. Blocks will occur that are beyond the power of any human effort to prevent, but outside of that there

is a great deal of unnecessary movement of cars, which results only in expense, and it is the result of a lack of understanding, or a lack of uniform practice on railroads. The rules that we have adopted in Chicago are to be found in the report of the proceedings of the Central & Western Association of Car Service Officers. Mr. Limer has brought down several copies of that report, and I would recommend the perusal of them to the gentlemen present, and if you are satisfied that they would, with any modifications, apply to this terminal, or any other terminal that you are interested in, I would recommend their adoption, because I am satisfied that they will be of great benefit to you.

I think, gentlemen, that, in order to bring out the matter much more fully, it will be well for you to discuss it among yourselves at present, and I shall be only too glad to take a hand with you. I don't want to occupy all the time of the meeting.

President: Mr. Beecham, the Association feels very kindly toward you for your remarks. I have no doubt but what the gentlemen present will be glad to discuss the points raised and bring out further enlightenment, if there is any to be brought out. The question referred to is one that the Chair has followed very carefully since the subject was discussed at the St. Louis meeting, some time since. I feel that I have but very little to say in the matter beyond what has already been said. Your views seem to meet my own ideas and I fully agree with you that the Associations of Car Service and Superintendents can take this subject up and profit greatly thereby. I would be glad to hear from any of the members present.

Mr. Whittelsey: I have to do with terminals at Toledo and Columbus, where the old practice of handling foreign cars is still in vogue, and have had no experience with the Chicago and St. Louis methods of handling foreign cars. I have been very much interested in Mr. Beecham's remarks, and will say that my idea is, from hearing him, that the plan would be very beneficial if generally adopted; that if it was adopted at Toledo and Columbus it would help the general movement just

that much, and in time bring in all of the large terminals of the country, because it will not be a full success until it is generally adopted, because there would be quite a good many inequalities of movement at different points, it seems to me. Now, I am very much in favor of the plan, and yet there may be some objections to it. There are quite a number of gentlemen here who come in direct contact with the movement of cars that can speak more intelligently on the movement of cars, and I hope they will do so.

I wish to call attention to one thing that we meet with in our practice. We have a very great many cases on our road where we have two or more junctions with the same road, and we find that in some cases these roads will not receive one of their cars at any point or junction with us except the one through which the car was delivered to us. There is something that should be eliminated from the practice. We are willing to receive our cars at any point, and I think that ought to be brought about in the rules that we formulate. I also agree with Mr. Beecham in the fact that the distribution of cars on certain lines ought to be in the hands of one person. We are working in that direction because there can be more than a man's salary saved every day in saving false movement of cars, either his own or foreign cars. He should aim to use his car for a load in preference to a foreign car, if he can do it. He should get everything he can out of his own equipment first, then he should utilize the foreign cars. The American Railway Association, which is the ranking Association, have formulated, through their Car Service Committee, a lot of rules governing the handling of cars, and a great many roads are governed by these rules from the fact that that is the ranking Association through which we look for the best practice, and I think that our aim should be, with this Association and Mr. Beecham's Association, to bring about a practice that is an improvement on that and finally supplant the rules they have with our better rules. I think it is a very timely subject to bring up.

Mr. Beecham: I just want to make one remark about what

Mr. Whittelsey has said to you, the refusal of some roads to receive their cars at any junction point. That is something that we have had to contend with, and, while I don't recommend to anyone the way in which we accomplished our end, still it seemed to me to be the only way in which we could do at the time. A road refused to receive their cars from us at any but the junction point at which they were delivered to us. I didn't consult anybody about it, but when two of their cars were reported for disposition I told the train-dispatcher to send them home via the nearest junction point. He put them on the delivery track and the road promptly refused to receive them. I told them the cars were there, that there was plenty of track room, and unless they got an order from the General Manager they will never be moved. They took the cars.

Mr. Glover: Mr. Chairman, as far as the B. & O. is concerned, I believe that to a great extent we are already following in the direction pointed out by Mr. Beecham, with the exception of the trouble spoken of by Mr. Whittelsey, of those roads which will not receive cars at any junction point except the one at which they are delivered to us, and that is a point that I would like to see settled and changed, but we are loading cars for home, or in the direction of home, and if it is necessary to move them a little ways east in order to load them for the west, we do it, and, as I say, while we are not following his plan exactly, we are to a great extent. Our Car Service is all handled by one man, the Superintendent of Transportation at Baltimore, and whenever we have foreign cars for which we don't know disposition we ask him. So, virtually, that part of Mr. Beecham's plan is already in operation. But I would like to see, and would like to have some one make a motion to appoint a Committee to look over these rules and formulate rules for Columbus and any other terminal that they see fit, to be submitted to this Association at the next meeting and discussed more thoroughly after we know what the rules consist of.

Mr. Campbell: I can not say anything different from what has been expressed by Mr. Whittelsey and Mr. Glover.

Mr. Morrell: My duties come more particularly in the passenger department, but from what little knowledge I have of the handling of freight cars I think that our people are carrying out the idea that has been advanced by Mr. Beecham very strictly. It seems to me as though it was the only proper and feasible way to handle the cars. In delivering foreign cars to other roads we aim to return them at the point from which they have been delivered to us, unless the receiving road is willing to take them at some other point. We often have cases of that kind where the road is glad to receive them at any point. If they are willing to receive them at any point that is less mileage to us or more convenient to us we have often delivered them in that manner.

Mr. Angell: I don't believe I have anything to say. From what little I have heard, it appears to be a very good plan. On my division they make a rule to return cars home at the nearest junction point. In some cases they refuse to take them, but as a rule we get rid of them that way.

President: We have with us today the Car Service Agents of the T. & O. C. and C. H. V. & T. Rys. These gentlemen have this question to deal with from time to time, and it will afford the Association pleasure to hear from Mr. Trout.

Mr. Trout: I haven't anything new to suggest. I am in full sympathy with Mr. Beecham's ideas. I have heard Mr. Beecham before and have been in sympathy with him quite a while.

Mr. Whittelsey: There is one thing that occurs to me that I would like to bring out, and that is: At Toledo we have direct connection with but three lines, and there are eight other lines. The delivery of cars is made through Belt Line for the other eight lines, and we might have an Ann Arbor car delivered us from the B. & O., which they got in some mysterious way, and they might load it at Toledo. We empty the car, and Toledo is home for it; that is, the Ann Arbor runs into Toledo, and there is the switching charge to be absorbed by somebody, and I would like to ask Mr. Beecham if that point has.

been considered in the making up of these rules, and how he takes care of such cases.

Mr. Beecham: The same condition exists in Chicago. The C. & N. W. might deliver us an M. C. car and we could turn that car right back to them and not cost us a cent; but we send it to the Michigan Central and it costs us 75c. If we send it to the M. C. we pay the charge. We do that because we want the M. C. to do the same, and we figure it out that it evens itself up. There has been a good deal of talk about that in Chicago. One or two of the roads objected to assuming that charge, but their position was based mostly on very insufficient reasons. For example, they would not pay the switching charge for the delivery of cars to the owners when they could send them back to the road they received them from without expense. They looked at it in a one-sided manner, and so I waited until I was able to get the numbers of some of our cars that they had sent back to other roads instead of sending back to us, and I wrote to their Superintendent of Car Service and called his attention to it, and enclosed him a list of their cars that we had sent direct to them and which had cost us money to do, and I said to him that we could not force them to accept our ideas, but they could force us to do as they did, and if they were going to return our cars to the road that they received them from, instead of returning them to us, we should have to do the same with them. This communication was referred to the General Superintendent and he decided that the direct delivery, regardless of the trackage charge, was the proper thing, and instructed his agent to carry it out. I had to take that matter up with three different railroads in Chicago, and it was necessary for me to examine the car records and get their numbers and submit actual facts to them, and just as soon as that was done the General Superintendents of those roads ordered their agents to make direct delivery. You see the trouble in advancing these arguments against the practice at that time, they only looked on one side. Now, Mr. Whittelsey, you have mentioned the case of the A. A. car. To get that car over to the Ann Arbor road

would cost you a switching charge, and to get the car it may possibly have to be sent around 400 or 500 miles, at a charge of \$1.50. It has come to my notice that one of our cars, located at Cincinnati, about 300 miles from Chicago, was actually 1048 miles from home, but there was no other way out of it. It seemed that the car worked its way down from the Illinois Central down into Tennessee, went as far as Chattanooga, and was loaded north to Cincinnati. Now, when it got up to Cincinnati I telegraphed and asked that it be sent home. The reply was that it could not be done; there was no load for it. So that, as I say, while the car was located but 300 miles from Chicago, it was, under that state of affairs, 1048 miles. Some railroads have got to handle that car back; somebody must be put to the expense of getting that car home. When it got up to Cincinnati it had, up to that time, performed service for the railroads that had handled it. I ascertained that it had moved loaded down into Tennessee and clear back to Cincinnati. We finally got it loaded home. But, gentlemen, it is impossible to follow out each and every one of these cases. What we want to do is to establish as a principle the idea of loading cars in the homeward direction, and every road that handles them to keep them moving, and in that way we will succeed in bringing our cars home where we can use them and where they are needed. There is a case mentioned in these proceedings (Central & Western Association of Car Service Officers) where one of our cars worked eastward to Philadelphia and westward to Port Huron, Michigan, over the Grand Trunk, and was routed home over Michigan Central. But under this old idea that a car must be returned to the road that it was received from, although that car was about 300 miles from Chicago, it was more than 1000, and it went back on its course, seeking its way home via the route whence it went out. In the "Railway Register" for the month of August there is a case of a car that had been gone from home two years and two months. Many times that car had got as near home as 200 miles, but had to go back. It went out on the Michigan Central at Chicago more than two years ago, and

had been on the Grand Trunk, a direct connection with the Michigan Central, over eight times, and they were making every effort they possibly could make to get it home, until it finally worked its way on to the Michigan Central, and then they got it. This indirect movement of cars involves us all in a great deal more labor than anybody has any idea of. If we deliver a foreign car to the Chicago Belt, it has to be inspected; the yard clerks take the number of it, the agent makes a record of it, and makes a report to the Car Service Agent. If it goes over to the Michigan Central it is inspected there; the same process is gone through. Then if the Michigan Central turns around and gives it to the Belt again for some other road, it goes through the same performance, so that it not only increases the work in terminals, but it increases the work in our departments and makes us handle cars over and over again where there is really no necessity for it. Of course certain things come up that seem to make it impossible to carry out this idea of making the initials of the car all that is necessary to secure its homeward movement. When you look into them, it seems difficult to accomplish this, but it is not. If you have a good system of distribution of cars on your road, whoever is handling that business, I believe, can accomplish it so as to reduce the movement of cars to the actual necessity of your service, and at the same time provide for your wants, and cars will be made to go a great deal farther in that way than in any way.

I may be excused for saying that I have had considerable experience in this matter, and have watched it very carefully. I am very much interested in it and like to talk about it. On the C. M. & St. P. we use a great many foreign cars, and always for home routes, and while we have a mileage of 6100 miles of road, and do a business of some thirty-two or thirty-three millions of dollars a year, we are hardly ever taken to task for diverting, abusing, or unnecessarily delaying foreign cars. There are some delays that we can not avoid. We all run up against that, and, of course, have to put up with it. The mileage on foreign cars on our road for the month of May, for cars

belonging to railroad companies, only amounted to \$15,000.00 all told, which indicates that we must be making an economical and proper use of them. I do not believe in, and I am very much opposed to, any piratical proceeding in the handling of cars. We like to have it understood, and I believe we have the reputation of treating everybody fairly. We are not the only road, and I don't want it to be so understood. I can mention a good many railroads who handle cars as good, if not better than we do, and among them is the Pennsylvania Company, of which I have publicly stated that we have not had much to complain, in 25 years, of the Pennsylvania Company.

We have no right to take the equipment belonging to another railway company and use it in our local service. It was not built for that purpose. Your cars were built for the purpose of accommodating the traffic of your respective lines. You didn't build them for other people, and other people have no right to use them except in a legitimate way. We all concede the right to use them in a homeward direction, and I think it would be a good idea for you gentlemen to appoint a committee to consider this matter. I am very much interested in seeing rules established for the government of the entire country, so that when these questions come up we can simply say: "Well, that is not according to rule, and you have no right to do it."

While I don't want to boast, I want to state right here that I expect to have a car record in use in the next sixty or ninety days that will enable me to watch the cars as close, or nearly as close, as the train-dispatcher watches his trains. I have demonstrated to my entire satisfaction that the mileage of cars can be very materially increased by careful watching. We took 300 cars, which we call our van and carriage cars. They are 46 feet and 50 feet long, and we use them exclusively in the transportation of light and bulky traffic. We put them all on a little board and put the records of the cars on a little ticket, exactly an inch square, and when the car made a move the ticket was put on a peg. The demand for these cars has been very great, so I would have the board made up every day, and

when it was made up I would call the stenographer and go after it. There are four colors of cards on the board: the red card is a delivery to a connecting line; the white card is moving loaded on our own line; the yellow card is moving empty; the blue card represents a car that has just been returned from a connecting line; and the results we were receiving from that board were simply remarkable. In the meantime I shot the average of those cars up to 60 miles a day, and some of them performed 93 miles a day, but of course I had to watch them very carefully. The little ticket on the peg showed me where the car was going if it was loaded, and it showed me which way it was going if it was empty, and also where it was going, so that I was able to keep a very close track of it. After a while one of the train-dispatchers came in from one of our western divisions and he said, "How is it that you manage to keep such a close track of these cars? You know more about what I have on my division than I do." I said: "That's just it exactly. I know where every one of these cars is every day, and I can anticipate their location because I know where they are going, and so I drop a message to the train-dispatcher and see that they are unloaded promptly and returned where we want them." In that way I have been able to keep the movement of cars up to a very high standard.

I believe that is the principle that you should all adopt, and if you do adopt it, I believe that you will find that the movement of your cars will be very materially increased and that you will use less cars to do your work with. The question is one well worthy of attention and I am glad to see that it is attracting so much attention. Superintendents are clearly alive to the necessity of keeping their cars moving, and the Car Service Department should be the greatest help to them in the world, and enable them to accomplish that result.

Mr. Quigley: How many cars under that system?

Mr. Beecham: Only 350 at present. I am going to abandon all pen-and-ink and book records. I am going to do it by machinery. We have been recording cars in the old way for 25

years. I am using the very same car record today that I used 25 years ago. It is the only department that has made no headway, but I think we are going to do so now.

Mr. Limer: I can not say very much more. The Hocking Valley has been carrying out Mr. Beecham's idea for the last six or seven years. I will state that the general distribution is done under my name and in my office, and no foreign cars are allowed to be returned empty to connecting lines without an order from my office, and in that way we utilize every foreign car that comes to us; and as to the returning of cars to the line from which we originally receive them, that has been abolished a number of years ago. Moreover, we return cars direct to the owner. The N. & W. load a great many foreign cars and bring them into this territory, and as we are more or less a switching road in Columbus, we get a good many of them. For instance, we receive C. C. C. & St. L., B. & O., and Pennsylvania cars from this switching movement. If we have no loading for these cars, instead of sending them back to the N. & W., and hauling them a distance of seven miles, we return them to the owners direct, except wherein a switching charge is levied, and we do that for the reason that the roads in Columbus are not reciprocal. If they will go into the scheme as shown by Mr. Beecham, I will venture to say that my superior officer will go into it, but until that time I don't think it would be wise to do it. If we receive a C. M. & St. P. car from the T. & O. C. at Middleport or Athens, and it goes 50 or 75 miles north to point of delivery, instead of returning that car to the T. & O. C., we return it to the C. M. & St. P., and not to the T. & O. C. If no loading for it we notify the road. Every foreign car that comes onto our line is utilized, and our foreign mileage is down to the minimum. Mr. Beecham states that he has 6100 miles of railroad, and his foreign mileage per month is an average of \$15,000.00, which is something remarkable. It certainly is evidence that he has good control of foreign equipment on his line. I will state that the Hocking Valley, eliminating private cars, which Mr. Beecham omits also in his reports, refrigerators,

packing cars, etc., has an average foreign mileage of from \$1,500.00 to \$2,000.00, which shows that we certainly have good control of our cars.

President: There are two points that I have in mind with reference to this question, and I think some provision should be made for them when the question is presented to a committee. The point raised by Mr. Whittelsey in the Ann Arbor case can be overcome by a credit and debit record which can be better kept between the agents, and at the close of each month the difference between the roads can be adjusted by voucher. There are such cases as the one I am about to recite, *i. e.*, that some railroads might not have for several months some of Mr. Whittelsey's cars and Mr. Whittelsey might have a great number of theirs. The expense to his road therefore would be quite considerable in delivering these cars home, and the benefits to the owner of those cars would be greater because of that service. The second problem that I can see that would arise to confront us would be the question raised by Mr. Limer in the case of the C. M. & St. P. car delivered his line at a junction point, loaded to a junction point. The T. & O. C. or K. & M. R. R. may have ordered a number of St. Paul box cars for loading on their line. As a matter of convenience or necessity the T. & O. C. or K. & M., having a load of freight to a point on a connecting line, used one of these cars because of having no other. I think, although the case might be an isolated one, that it would be well, and in justice to that road, to ask them if they had any objection to that car being loaded home via another route before Mr. Limer loaded the car away from home.

Mr. Beecham: It often happens that some of our North and South lines, like the Omaha Line, ask us to take an empty tank car. If we were to refuse to do it they would be forced at times to haul that tank car perhaps 500 miles. By doing it we cause ourselves an extra haul of some 70 miles, but we told them we would take it at the point they wanted to give it to us. We did that in three different cases. Now, if such things as that should occur often and involve large numbers of cars, I

would not like to put our company to that unnecessary expense, but I find that it does not occur very often, and it does not involve very large numbers of cars. The interchange of cars between railroads is a reciprocal affair. You will find it will average up pretty well at the end of every year. Now, the M. C. B. had a practice in the case of a sill being cracked down about  $1\frac{1}{2}$  inches. They would condemn the car for that sill, or they would insist upon the possessive company removing it. Now, in order to remove the sill and replace it with a new one, it involves an expense of about \$10.00, and, as a matter of fact, if that sill was left in the car it would undoubtedly never give anybody any trouble, and might outlast the car itself, but simply because they could make some other road pay for it they insisted on the removal of the sill, or a defect card, and then if the defect card was given they would take out the sill and charge the delivering line for it. Now, that was considered to be a very economical transaction for the receiving line, but they never thought that in interchange they would be involved in the same transaction themselves, and by the same reason nearly every road in the country might also be involved, and so you see that when you come to analyze such things as that you are involving the railroads of the country in a useless and unnecessary expense. That has been done away with by the new rules of the M. C. B. My idea is to give some one man on every railway full and complete authority over the distribution and handling of freight and passenger equipment and hold him responsible for economical and proper handling of same. He must be in position to know what is going on. When I first advocated this idea they told me that I would be flooded with tramp cars. Railroads will unload foreign cars on you at Chicago until you don't know what to do with them. I told them: "All right, you try that on the C. M. & St. P. R. R. if you want to experiment on it, and I guarantee that I will call you down before you deliver two cars; yes, I will call you down when you make the first delivery. If you or anybody else undertakes to play smart, I will send the car back to you with

\$1.50 switching charges tacked on them." I never had any trouble about it, and if you find that your neighbors are trying to play smart with you then you must call them down. If you can come together on this matter and arrange for the adoption of a certain set of rules that we can agree on, covering all the points, we will always have something by which we can settle these questions, and if you charge one person with looking after these matters he will be able to do it and no road will be injured. They will all be benefited.

Mr. Whittelsey: I would like to ask you if all roads in Chicago are parties to such agreement?

Mr. Beecham: Yes, sir.

Mr. Whittelsey: Then there would be no good argument for its not holding good at any other point?

Mr. Beecham: I think not. There are some local conditions that have to be taken into consideration.

Mr. Glover: I move that the Chair appoint a committee of three to consider this matter, and to investigate thoroughly the rules suggested or inaugurated by Mr. Beecham. There seems to be only three vital points: First, the delivery at terminals to other than the line from which car is received; second, the delivery at other than junction points from which the cars are received; third, the sending of cars home via the shortest route, regardless of how they came to the road having them in their possession, and, as I understood Mr. Beecham, it is contemplated in the rules that cars are to be sent home, whether loaded or empty, via the shortest route by the road that has them in possession.

President: Would you object to making that committee consist of five?

Mr. Glover: No, sir. I move that it consist of five.

Seconded by Mr. Morrell.

Mr. Beecham: I want to make a suggestion. The Chicago roads are now seriously considering a rule which is headed "What constitutes a delivery," and then it goes on to define what constitutes a delivery, and this is a very good thing to

embody in these rules, and is embodied in the rules in Chicago, and without any further action on your part I will take the liberty of sending you a copy of "What constitutes a delivery" for the use of this Committee.

Mr. Glover: I believe that matter has been acted upon by this Association, and we have already had a resolution passed, showing what constitutes a delivery.

President: I will thank you, Mr. Beecham, if you will send it to me.

Mr. Beecham: I would suggest that it be included in the rules. Mr. Limer has just reminded me of another thing in this connection which I should have explained. The Chicago roads will publish with the rules a list of 97 different owner-ships of cars which are received, one from the other, without any carding whatever. Now, that embraces an equipment of over one half million of cars that we don't have to put a card on at all. You just simply move the cars; and that would be well to consider.

President: The roads named are a party to this reciprocal arrangement?

Mr. Beecham: Yes, sir. They publish this list and say that they will accept such and such a car.

(Moved and adopted.)

The Chair appointed as a Committee on the Handling of Foreign Cars in Terminals Mr. G. L. Peck, Mr. J. H. Glover, Mr. M. C. Trout, Mr. T. R. Limer, and Mr. T. J. English.

President: This question has been threshed out pretty successfully and it has all been brought out through the kindness of Mr. Beecham, who has come here from Chicago, much to his inconvenience and no doubt at some expense in a financial way, and loss of time from his office; however, his interest in the common good is the only interest he has in the matter, and I would be very glad indeed to hear from some of the members, that the matter may be made a matter of record in regard to his presence here.

Mr. Whittelsey: I move that the thanks of the Association be tendered Mr. Beecham for his kindness.

Seconded by Mr. Glover. Carried.

President: Mr. Beecham, I desire to thank you from the chair for your kindness in this matter, in addition to the resolution passed.

Mr. Beecham: I assure you that I feel very much gratified, and as the President has truly remarked my efforts are for the common good.

President: I would like to submit to the members of the Association present the question of moving the headquarters of the Central Association of Railroad Officers, the Car Service Association, and the Office of Chief Joint Inspector to the new Union Station, where suitable quarters will be provided for the three Associations, thus combining in one building the three interests. As it is now, we have three places of meeting. The Car Service Records are kept in one office, the Superintendents hold their meetings in another, and the Joint Inspector has his office in his hat. The fact remains that the railway companies interested are paying rent which now stands them \$45.00 per month for the three Associations. The railway companies, with one exception, are the interested parties in the new Union Station, and it stands to reason that they would naturally prefer to pay rent to themselves than to the owners of the buildings which the Associations referred to occupy. There can be no possible objection, except from the one company, and if their proportion of the rent is not increased I don't think they will have any objection, but the matter should come before the Association for its action before any move is made. The Superintendent of Car Service is present and I would be glad to have him state if in his judgment the rooms can be made suitable for his office.

Mr. Berry: The rooms at the Union Station will probably be more handy for us than any other place, because we will be within a stone's throw of all yards except the T. & O. C. I think the work could be done better and we could do more work

at the Union Station, and the rooms can be put in proper shape so that it will be a very handy office for the Association.

Mr. Glover: I move that the terms of the Union Depot Co. for rental of rooms to be occupied by the Car Service Association, Joint Inspector, and for the use of the Central Association be accepted.

Seconded by Mr. Morrell.

Mr. Whittelsey: Does it cost the Central Association of Railroad Officers anything for this room?

President: \$5.00 per month. For the information of the gentlemen present I will say that the Union Depot Co. have established a rate of so much per square foot, which includes light, heat, and fitting up of the rooms for suitable quarters, including furniture, etc., that is to say, table for the Superintendents. The Car Service Manager will move his own furniture. On that basis it makes the total rate higher by \$13.80 than we are now paying, but since the companies, with one exception, are the interested parties in the Union Station, as before stated, it is preferable to pay a higher rent to themselves than to pay a lesser rent to someone else, and in the case of the one exception it is but fair to that company that their proportion of the rent shall be no greater than they are now paying. With that exception I would like to put the motion before the house.

Mr. Whittelsey: We object to any increase in expense. We are very well satisfied with the present arrangement, but will not stand in the way of its being changed, and if the Association sees fit to relieve us of the extra expense we will appreciate it.

President: I am only concurring in the wishes of all the interested parties. The Chair would be glad to hear a motion directed to the Manager of the Car Service Association, who is also the Secretary of the Central Association, and who is in touch with the Joint Inspector, to take this question up with

the Board of Managers of the Union Depot Co. with a view to concluding the arrangements and perfecting the change.

Mr. Glover: I move that the President of this Association be authorized to complete the arrangements specified.

Seconded by Mr. Whittelsey. Motion carried.

President: On the call that we have sent out for this meeting there are two subjects named therein for discussion. The movers are both absent. It is the rule of the Association that matters of this kind be not discussed until the party is present who is the prime mover. The heat of the day and the lateness of the hour, together with the rule referred to, would suggest to me that we pass these subjects over for another meeting. If there is no objection that will be the course pursued.

Mr. Berry: I have a bill here for the Central Association of Railroad Officers amounting to \$17.34.

Mr. Whittelsey moved that it be paid. Seconded by Mr. Glover. Carried.

Mr. Whittelsey: I believe there is another item in the rules of order, and that is the election of new members. It being the practice of this Division to elect personal members, I present the name of Mr. M. F. Bonzano, General Agent for the Receiver of the C. S. & H. Ry., as a member.

Seconded by Mr. Glover.

Mr. Campbell: I would like to put in nomination the name of Mr. Walter Connelly, Trainmaster of the N. & W. Ry.

Seconded by Mr. Glover. Carried.

Mr. Campbell: I would like to ask if the Road Foreman of Engines is eligible to membership in this Association.

Mr. Whittelsey: I move that it be the practice of the Columbus Association hereafter to consider the membership as of the roads, the roads to be represented by such officers of the Operating Department as that road may see fit.

Seconded by Mr. Glover. Carried.

President: The Secretary raises the question, Mr. Whit-

telsey, that it may be necessary under that rule for the ranking officer to send him the names of such parties as he wants to attend the meetings that he may send them a copy of the calls.

Mr. Whittelsey: Yes, sir, I think that would be proper.

Mr. Campbell: In the case of a man present at a meeting who is not a member of the Association, what voice would he have in the matter of election and nomination?

President: In general discussion he has the same voice as the rest of the boys. In the matter of election, that matter is left to the roads.

Mr. Campbell: Do you think he would feel free to do so?

Mr. Whittelsey: I am sure that our President has always shown a disposition to make the meetings pleasant for everybody.

Mr. Wagner: I would like, for my own information, to know whether it is permissible if I could be present at meetings if Mr. Bush were here also. We are very much interested and particularly in regard to the subject that Mr. Beecham talked about today, but Mr. Bush had to be in Chicago and he asked me to be here to represent him.

President: We are very glad to have you here, and would be glad to have you present with us.

Mr. Wagner: I have made a study of the M. C. B. Rules, and I would have been glad to have entered the discussion but I felt a little bashful.

President: I regret that I didn't know your relation to the P. C. C. & St. L. Ry. I thought I called on all gentlemen present to express themselves.

Mr. Whittelsey: In these clinics that we have held here, nearly every case we have had on the table is one of inspection. In that line at Toledo all we talk about is Joint Inspection, and it is about the same in Columbus, and we would be very glad to have you address us on the subject.

Mr. Berry: Mr. Gardner is a member of the Executive

~~Question:~~ Mr. Bonzano, in conversation with **me the other**  
~~day, desired to take Mr. Gardner's place on the Executive Com-~~  
~~mittee as a member of this Association. Would it be in order~~  
~~to elect him to the place of Mr. Gardner?~~

~~President:~~ It will be necessary to elect Mr. Bonzano in  
~~place of Mr. Gardner.~~

~~Mr. Whitteley:~~ I make such motion.

~~Seconded and carried.~~

~~Motion to adjourn was made, seconded, and carried.~~

~~M. S. CONNERS,~~

~~President.~~

J. D. BERRY,

Secretary.

## TOLEDO DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo  
Division, held Monday, September 13, 1897.**

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Meeting called to order at 2:00 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R.....	MR. M. D. FOHEY.....	Trainmaster.
C. H. V. & T. Ry.....	MR. W. E. COSTELLO.....	Trainmaster.
F. & P. M. R. R.....	MR. F. HARTENSTEIN.....	Trainmaster.
L. S. & M. S. Ry.....	MR. A. H. SMITH.....	Supt.
Pennsylvania Co.....	MR. J. B. MCKIM.....	Trainmaster.
T. & O. C. Ry.....	MR. T. F. WHITTELSEY...	Gen'l Supt.
T. St. L. & K. C. R.R..	MR. A. L. MILLS.....	Gen'l Supt.

The Secretary read a letter from Mr. Sutherland expressing regret at inability to attend meeting.

The reading of the minutes of the previous meeting was dispensed with.

### **Result of Letter Ballot on Extending the Messenger Service to Include the Union Depot.**

President: The Secretary will announce result of letter ballot on extending Messenger Service to include the Union Depot.

Secretary: Ten roads vote "Yes," two roads, the C. H. & D. and D. T. & M., not voting.

President: I will decide the motion as carried.

Withdrawal of the D. T. & M. R. R. from the Central Association of Railroad Officers and the Car Service Association.

Tecumseh, Mich., September 6, 1897.

Mr. Wm. Grogan,

Sec'y Central Ass'n of R. R. Officers,  
Toledo, Ohio.

Dear Sir: Your letter. "Division of expenses between different roads out of Toledo." Will say as we are now under construction, it is not our desire, as we are complying with the Interstate Commerce Commission in every respect, to become members of the Central Association of Railroad Officers or Toledo Car Service Association.

Trusting you will consider this our resignation until we are in shape, and returning all papers, we are,

Yours truly,

(Signed) G. R. HASKELL,  
Superintendent.

The Secretary explained that the D. T. & M. R. R. were enjoying the benefits of the Messenger Service and Mail Exchange, and asked for instructions as to what action should be taken in connection with the communication from Mr. Haskell.

Mr. Whittelsey: I would move that we withdraw all service from the D. T. & M. R. R., but continue to deliver mail to that company until further notice.

Seconded and carried.

President: It occurs to me that it might be well to have the representative of the Ann Arbor R. R. take it up with the President or General Manager of the D. T. & M. R. R. with a view to inducing them to join and explain what may happen if

it is not done. In the meantime this action will go into effect at once.

Mr. Whittelsey: I move that Mr. Fohey, or a representative of the Ann Arbor, be appointed a Committee to see the D. T. & M. officials with a view of inducing them to join and report by the next meeting.

Mr. Smith: I will support this motion with the understanding that we get some information from the Secretary in regard to what is the position of the D. T. & M. prior to next meeting.

Mr. Whittelsey accepted the suggestion of Mr. Smith, and on motion being put it was carried by a unanimous vote.

#### **Closing of Freight Houses on Legal Holidays.**

The Lake Shore & Michigan Southern Railway Company.

Toledo, Ohio, September 9, 1897.

Mr. Wm. Grogan,

Sec'y Central Ass'n of R. R. Officers,

Toledo, Ohio.

Dear Sir: At the next meeting of the Central Association of Railroad Officers at Toledo I beg to have presented the question of closing of warehouses in the City of Toledo on legal holidays, and to this end would present the following:

"Resolved, That the warehouses of all the lines in Toledo be closed for receiving freight on the following legal holidays: New Year's, Decoration Day, Fourth of July, Labor Day, Thanksgiving, and Christmas."

Such an understanding on the part of all the lines and a concerted action will, I believe, simplify matters; each local agent knowing in advance that his receiving house will be closed and make arrangements accordingly.

Yours truly,

(Signed) A. H. SMITH,  
Sup't Mich. Div.

Mr. Smith: My object in offering this resolution is to get a concerted action. There seems to be, from what I am able to obtain, a lack of understanding between the local agents as to what should be done in regard to closing the receiving houses on these holidays, and unless all lines agree, the feeling is that they do not want to close up.

I believe it would result in the saving of expenses and is in line with the present practice quite generally.

Mr. Mills: It occurs to me it might be well to modify that resolution and close at noon on some of those days and the entire day on others.

Mr. Smith: I believe it has been the practice to have representatives there to see to delivering perishable freight. There is nothing arbitrary about resolution keeping to its present form. What was intended was to secure some fixed understanding, so that a Superintendent would not have to call up connections and find out what they intended to do with regard to closing freight houses on every holiday. Let it be fixed that on certain holidays the freight houses will close and the practice be alike on all roads, then all would know what was going to be done and arrange accordingly. It would also save considerable annoyance to patrons if they know just what to expect.

Mr. Fohey: I move that it be referred to a letter ballot.

Seconded by Mr. Whittelsey and carried.

#### **Trip around Terminals.**

Toledo, Ohio, September 8, 1897.

To the Members of the Toledo Division,

Central Association of Railroad Officers:

We, the members of the General Yardmasters' Association of Toledo, for the instruction of the members of this Association, more particularly some of the later members, do respectfully request that you grant us the privilege of making a tour of the railroad yards of Toledo on Tuesday, September 21, or such

other date as you may deem consistent with the good of the service of the several railroads we represent. Would be pleased to have some one road furnish engine, coach, and gondola car.

We would also respectfully request that such members of your Association as can will accompany us on this tour.

Respectfully,

(Signed) TOLEDO ASS'N OF GENERAL YARDMASTERS.

Mr. Smith: I move that the petition of the General Yardmasters be accepted and the Secretary be instructed to take up with the different Superintendents of this Association with a view to fixing on some day when they will be in Toledo to go over terminals together with the Yardmasters of their respective lines, and when such day is agreed upon all to be notified.

Secoended by Mr. Whittelsey and carried.

President: Any provisions for a schedule?

Mr. Smith: Would suggest that Chair appoint a Committee of one to act with the Secretary in regard to power, equipment, and schedule.

The President named as such Committee Mr. A. H. Smith.

#### **Car Service.**

The Manager of the Car Service Association read some correspondence in which the Penna. Co. took the position that it could scarcely be considered their business to follow cars beyond their delivery to the Manufacturers' Ry.

This matter was thoroughly discussed and it was explained that the switching on the Manufacturers' Ry. was done by the Penna. Co., and the general opinion was that this track could not be considered more or less than a private track, the same as the Swan Creek Ry. track, where the L. S. & M. S. Ry. follow all cars to release and assess and collect car service for delays.

The following was offered and unanimously adopted:

“Resolved, That it is the sense of this Association that the

Manufacturers' Ry. tracks should be treated the same as private sidings connected with the Penna. Co., and all cars delivered that company should be treated the same as cars delivered other private sidings."

Adjourned to meet Monday, October 11, 1897.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, September 14, 1897.

Meeting convened at 10:00 a. m.

In the absence of both President and Vice-President the Secretary called the meeting to order, and Mr. B. McKeen was made temporary chairman.

### PRESENT.

#### *Roads.*

#### *Representatives.*

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
C. C. C. & St. L. Ry..	J. W. RILEY.....	Superintendent.
T. H. & I. R. R.....	B. MCKEEN.....	Superintendent.
" "	F. L. CAMPBELL.....	T. M.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
C. R. I. & P. Ry.....	C. L. NICHOLS.....	Superintendent.
C. B. & Q. R. R.....	*W. B. THROOP.....	Superintendent.

\*Represented by E. N. Armstrong.

VISITOR: J. W. Higgins, Superintendent Illinois Central.

Chairman: What shall we do regarding the reading of the minutes of the last meeting?

Mr. Armstrong: I move that be dispensed with, and that they be approved as printed.

Seconded and carried.

Chairman: The first thing on the call is the report of Committee on Use of Cars as Drays between industries in Peoria, F. L. Tompkins, Chairman.

Secretary: On account of P. & P. U. board meeting Mr. Tompkins can not be present, and has left his report with me. This is quite lengthy, being tabulated in detail. A summary of this report would show the following totals:

For the month of January last, 207 cars were used as drays, being loaded at one industry and unloaded at another in the city.

During the month of February, 130 cars were so used. These months were prior to the burning of the two elevators. During May (since the elevator fires) 89 cars were used in the switch business.

Of the above cars, 80 belonged to the Vandalia Line, 30 to the L. E. & W., 25 to the Ia. C., 93 to the C. B. & Q., 67 to the C. R. I. & P., 20 to the P. D. & E., 20 to the C. C. C. & St. L., 30 to the C. P. & St. L., 7 to the C. & A., and 54 to the T. P. & W.

Mr. Armstrong: This question was up a few days ago, in connection with some car service bills, the industry arguing that when the elevators were all available they ordinarily stored their grain in such elevators, while now they were forced to have some storage in cars.

Mr. Riley: If there are no elevators we get car service on our cars. If elevator room is plentiful they use our cars to switch back and forth for nothing.

Mr. Armstrong: Yes, that is true, but I don't see what we are going to do. The P. & P. U. say they can't charge for the use of these cars, and their legal department so instruct them. There is not an agent in town who would not agree, if the Glucose Works asked it, and would instruct the P. & P. U. to let them use ten or more of their cars. They are afraid not to consent for fear the Glucose Works will ship their product out via some other line. I think this is a mistaken idea. The Glucose people send their business by the road that will give them the biggest cut in rates.

Mr. Riley: It seems strange if we can not control our own cars. I don't see why we can't establish an iron-clad rule, and instruct our agents not to allow any cars to be misused.

Mr. Armstrong: It really does not do any great harm to let the industries use our cars. Generally they want them when little, if any, grain is coming into Peoria. Of course it is in order and proper that a rental charge should be made. The P. & P. U. are, however, responsible under M. C. B. Rules while the cars are being used, and when we take into consideration all the difficulties of enforcing the charge I think we had just as well drop the matter.

Mr. Riley: How do you stand on this question, Mr. Chairman.

Mr. McKeen: It seems just this way: The Glucose Co. use our cars, and get out of paying car service. This seems to be wrong, but we can not remedy it unless all the superintendents will agree.

Mr. Armstrong: I don't believe we can remedy it. I believe the traffic department would get around it in some way. Allowing it to be done enables the industries to buy grain when they can; they send the grain to the elevators, and that gives us our cars; then, when they are short and need the grain, they want our cars to switch it over in.

Mr. Riley: I think it is a bad practice to get into. How do the Rock Island feel?

Mr. Nichols: We are in the same boat as the rest of you. How are you going to collect the rental?

Mr. Riley: It is done at other points, but there is not so much dray business done elsewhere.

Mr. Armstrong: In order to get the matter before the house, I move that the whole matter be laid on the table, to be taken up later if someone has a solution of the problem.

Seconded and carried.

Chairman: Our next is a paper by Mr. Armstrong.

Mr. Armstrong: I don't know that it is customary to take a text from Holy Writ, but I am reminded of the statement of Job

when he said, "Oh, that mine adversary might write a book!" Something we have been interested in ourselves I have taken as my subject:

### **Water Supply.**

One of the most important matters to us of the present time is our water supply, its quantity, quality, and treatment in order to obtain best results from its use in our locomotive boilers. It is not proposed to present the matter fully in this paper, but briefly such a resume as will present an epitome of the conditions prevailing along our line, almost directly across the state from east to west, and I hope for kindly criticism on any and all points, and that some one or more in each of the other divisions may take the same matter up, to the end that we may all have the best information obtainable by each individual. We think that, in this district, surface water is best for the purpose, but so far we have not got it at all our water stations, and are depending on wells of different depths and furnishing various qualities of water, some carrying one thing and some another, but all more or less lime in its different forms. Any solid matter is an impurity which remains in the boiler and has to be gotten rid of, as nothing but pure water in the form of steam should reach cylinders. As a solvent water far exceeds any other liquid known, and as a general rule, with comparatively few exceptions, solids dissolve more easily in hot water than in cold. Lime is one of the exceptions. It is about twice as soluble in cold as in boiling water, and because of its great solvent properties natural water is never strictly pure. Evaporate any ordinary water to dryness on a slip of clean, bright platinum foil, and you will obtain traces of solid matter. The less of these solids there are in water the better for our use in boilers, as all of it is left in them in one form or another as we use the steam to move our engines. Our boilers in many cases are filled up with incrustation in a few months, and we must remove flues to clean out the stuff and be able to make steam. One engine

opened up for this purpose a short time since had been in service twelve months, eleven months of which time we had used soda ash of 58 percent quality. When our Master Mechanic decided it was doing no good the engine was taken into shop, six flues were collapsed, and from about two inches in front of the flue-sheet forward about four feet of the flues seemed to be embedded in a solid mass. They took out about 1813 pounds of it. An engine in this condition making steam called hard on the coal pile, which means a high price for power. During the first six months she made 23.86 miles per ton of coal; during the last six months, 23.11 miles per ton. During last 30 days, 21.07 miles; it was during the last 30 days no soda ash was used. Another engine used west of Peoria from November, 1895, to July, 1897, 44,223 miles on local freight, using no soda ash, came into shops with 850 pounds loose scale and mud, and no flues collapsed. Over one half the water used was from surface supply: creek at Canton, Spoon River at Seville, and Mississippi River at Hamilton, and wells at La Harpe and Bushnell, with an occasional tank full from Mapleton. The theory of soda ash is, I quote from one of Van Nortrand's books, "Sulphate of lime is decomposed by its means and precipitated as carbonate, while a soluble sulphate of soda is formed. The neutral carbonate of lime is likewise produced by reaction from the bicarbonate in solution, and, as thus formed, it will not adhere to the boiler surfaces, but separates as a loose powder or mud, which can be blown out of the boilers or otherwise removed as sludge. It has been found, however, that when the neutral carbonate of lime is produced slowly by the action of heat (which drives off part of the carbonic acid from the bicarbonate, existing either in solution in the water or as solid already deposited upon the boiler surfaces), that in this case the neutral carbonate possesses the property of being able to adhere firmly of itself to the boiler plates. It seems to be in this case partially crystalline. Thus the special advantage arising from the employment of soda ash is that it decomposes the bicarbonate rapidly, probably because of the presence of some soda uncombined in the ash, and the

... spent on boiler or flue repairs. In this case he found it necessary to change the water in the boiler every 600 miles, to blow out boiler every 1,200 miles, and in addition to this the engineer uses blow-off cock when the water gave decided indications of foaming. We blow out and wash our boilers about every 500 miles.

We believe that surface water will be an improvement on wells, and shall, as soon as conditions permit, locate and construct ponds at two or more points, so as to avoid the water from these wells entirely, arranging them so that water can be pumped from them into tanks at stations, so that trains going in one direction any way can take water while the other station work is being done. Discharge pipes from pumps must be large enough to avoid undue friction. Such ponds must be large enough to hold water to last three months of dry weather in summer and enough to cover losses by evaporation and leakage, and in this climate three or four weeks in winter, while there will be no thawing weather and a large quantity of water in the pond will be held in ice. The annual waterfall along our line amounts to about thirty-seven inches, and from this data it is not a difficult problem to determine how large a pond must be provided, and how large a territory must drain into it to have it furnish at all times a supply, not forgetting to allow liberally for evaporation and leakage. From such ponds there should be a settling reservoir, so that as little mud as possible may reach tanks and engine boilers; as it is much more expensive removing it from boilers than from reservoirs.

So far we have not been successful in the use of soda ash, probably for the reason that we have not put in enough, and in order to test the matter I have had samples of water from wells east of Peoria, from which we use large quantities of water, analyzed, and find that one of the waters carries 2.29 pounds, one 2.40 pounds, one 2.68 pounds, one 3.60 pounds, and one 2.87 pounds of incrusting solids for each one thousand gallons. They also carry quite a quantity of sodium nitrate, sodium

chloride, sodium sulphate, and magnesium sulphate, all of which are soluble and are also corrosive. See following table:

Constituent.	Gridley.	Forrest.	Piper City.	Glasford.	Mapleton.
1. Sodium nitrate . . . . .	5.4	1.2	1.2	1.4	34
2. " chloride . . . . .	14.8	19.8	52.7	6.6	2
3. " sulphate . . . . .	113.1	10.8	20.1	14.4	
4. " carbonate . . . . .				13.1	
5. Ammonium sulphate . . . . .	4.9		4.1		
6. Magnesium chloride . . . . .					7.3
7. " sulphate . . . . .	124.2	86.7	167.1		22.0
8. Calcium " . . . . .	8.5	8.6	30.8		
9. " carbonate . . . . .	216.6	189.3	250.0	244.4	178.2
10. Magnesium " . . . . .	75.8	68.1	43.8	158.5	68.7
11. Oxide of Iron and Alumina, . . . . .	2.3	4.4	4.7	3.2	3.1
12. Silicic Oxide . . . . .	18.4	17.1	16.2	26.1	17.6
Total mineral matter, . . . . .	584.0	406.0	590.7	467.7	332.9

Above figures represent parts per one million.

Gridley contains 2.68 pounds incrusting solids per 1,000 gallons.

Forrest	"	2.40	"	"	"	"	"	"
Piper City	"	2.87	"	"	"	"	"	"
Shirks Tank	"	3.60	"	"	"	"	"	"
Mapleton	"	2.29	"	"	"	"	"	"

Gridley contains 2.436 pounds soluble corrosive matter per 1,000 gallons.

Forrest	"	.9874	"	"	"	"	"	"
Piper City	"	2.043	"	"	"	"	"	"
Shirks Tank	"	.2958	"	"	"	"	"	"
Mapleton	"	.5441	"	"	"	"	"	"

I am under obligations to Prof. Arthur W. Palmer, of the University of Illinois, for analyses of these waters, and for much valuable advice in the matter. For the information of all I copy from one of his letters as follows: "The best treatment for the waters which we have examined for you will be addition of caustic soda in proportion to conform with the quantities of water constituents revealed by the chemical analyses. As you will observe, the preponderating constituents are the carbonates of calcium and magnesium, there being present in smaller quantities, in some cases, the sulphates or chlorides of these elements. These carbonates are themselves practically insoluble in water but are held in solution as bicarbonates. By addition

of caustic soda the bicarbonates are decomposed into normal carbonates which are precipitated and sodium carbonate which remains in solution. Then the sodium carbonate so formed reacts with the sulphates and chlorides of calcium and magnesium, precipitating a further quantity of carbonate of calcium and carbonate of magnesium, and yielding sulphate and chloride of sodium. Since the carbonates are present in greater proportion than the other salts, the sodium carbonate formed in the first reaction will be more than sufficient to decompose the latter. If other salts preponderated in quantity over the carbonate, then a mixture of caustic soda and soda ash in proper proportions, determinable by analysis and experiment, would be the right purge. The caustic soda will bring about the precipitation in the cold but it is hastened by heating. As the supply waters differ considerably in regard to their mineral constituents, it would be best and most economical, as regards cost of chemicals, to apply treatment in supply tanks. This would not prevent all deposition in the boilers, but would decrease it, and, further, would cause the precipitate to come down in a mushy form such as could be readily blown out. From my calculations I would suggest that you try the use of  $1\frac{1}{2}$  pounds caustic soda, 70 to 90 percent per 1000 gallons of water either in supply tank or tender tank." He also advises me that to get the best results it will be necessary to blow out the boilers frequently in order to get rid of the precipitated stuff in the bottom of the boilers.

Mr. Armstrong: In addition, I want to say that in the midst of getting this data we began using soda ash, 1 pound to 1,000 gallons, then 2 pounds to 1,000 gallons. I can't tell you the result yet, as we have not gotten far enough along.

Chairman: Do I understand you are putting soda ash in your engine tanks, or in the tubs?

Mr. Armstrong: In the tubs.

Chairman: It was the recommendation of the Committee on Subjects for Discussion that papers read at one meeting should be discussed at the next. This is certainly an excellent paper

on a subject in which we are all much interested at the present time. What is your pleasure in regard to it?

Mr. Riley: I move that the paper be discussed at the next meeting, as we will have it printed for closer examination.

Chairman: Unless there is objection, the chair will so rule.

Mr. Armstrong: It will take quite a while for us to find out the results of our course, as the engines won't come into the shops for some time. The men at the pumping stations say it is helping them clean out the pump boilers.

Mr. McKeen: Do you have to clean your tubs occasionally?

Mr. Armstrong: We have to clean out the mud frequently.

Mr. Riley: I don't believe there is any road cleaning tubs often enough. We aim to clean ours once a month; sometimes when we have had a freshet there is more mud than in another tub cleaned at the same time elsewhere. At Urbana there was a freshet and we took out 18 inches of mud.

Mr. Armstrong: In all places where we are making surface water ponds we are trying to get a settling place.

Mr. Higgins: You can't get reservoirs very far east, can you, in rough country? We had several of them to dry up.

Mr. McKeen: That is a very serious question in locating reservoirs, whether you can get sufficient water supply.

Mr. Armstrong: Barring leakage, we can usually get a water pond large enough.

Mr. Higgins: 1895 was a very dry year; we had two reservoirs that went dry. At other places our situation was more favorable, we having the water-shed at one place from three sides; the basin was about 700 ft. square, with a depth of 6 or 8 ft. One trouble with water is a great many railroads depend on city water from the towns they pass through. City water is mostly well water, and damages the machinery more or less, but it is a question if this is not offset by other advantages.

Mr. Armstrong: They avoid the first cost of the plant for pumping the water.

Mr. Riley: How do you usually pay; by meter or flat rate per month?

Mr. Armstrong: We pay here by meter.

Mr. Riley: We had one offer so good, by the month, that we took a five-year contract.

Mr. Armstrong: Peoria water has been very bad. I will have an analysis of it at the next meeting. It is not so bad now as it was two years ago; then we found good solid rock in it. I think it would pay the P. & P. U. to put up a pumping station for all of us.

Mr. McKeen: The P. & P. U. put up one for themselves on account of the city water being so bad.

Mr. Bell: Yes, we put in a plant some time ago.

Mr. McKeen: Almost all roads are using soda ash, and it would be a good idea if we would all look into the question and come to the next meeting prepared to discuss it.

Mr. Higgins: If I understand it, the Minn. & St. Paul have a filtering tank, into which they put the compound and run it off into the regular water tanks.

Mr. McKeen: The Big 4 and Wabash are using soda ash, and the Vandalia are also experimenting. Do you use it, Mr. Higgins?

Mr. Higgins: Some.

Mr. McKeen: There are different ways of using it; some roads put it in at the terminal stations, others allow the engine-men to put it into their tanks, others suspend it in screens containing the soda ash.

Mr. Campbell: The Wabash put in a four-inch pipe in the manhole, perforated, and the water slashing back and forth washes the compound out, little at a time. They put in four pounds when engine leaves the terminal, and this carries them over the division.

Mr. McKeen: Have the Big 4 been having good success with it?

Mr. Riley: Yes. On the divisions using it.

Chairman: If there are no objections, we will drop the matter until the next meeting and go on with the regular order.

Secretary: I have the following letter from Mr. Starbuck:

Mattoon, Ill., September 9, 1897.

Mr. A. J. Elliott,  
Sec'y Central Ass'n R. R. Officers,  
Peoria, Ill.

Dear Sir: Reference to my attending the Superintendents' meeting in Peoria next Tuesday. My chief clerk has just committed matrimony, and is now off on his wedding trip. This leaves me short of help in my office, and I fear I will not be able to be present at the meeting.

I should like to have an expression from the Superintendents who rate their engines on a tonnage basis as to how they consider caboose cars, how they arrive at the tonnage in merchandise, and if, in crediting the engines for tonnage handled, whether they take the net tonnage or gross tonnage, that is to say, cars and lading combined; also, in making up their statements of tons handled per train ran for annual reports, if they consider company material or only revenue business.

Very truly,

R. B. STARBUCK,  
General Superintendent.

Mr. Nichols: On our road we do not take into consideration the caboose as belonging to the train, nor the weight of engine or tender. We figure the weight of car and lading. Agents at all points where such loading is done note on the waybill the tonnage. Conductor picks up cars and knows how many tons he is getting.

Mr. Armstrong: We use practically the same system. Agents put tonnage up in right-hand corner of waybill. When figuring for hills we figure the caboose, estimated at 30,000 pounds. We take no account of the weight of engine and tender. Merchandise in through freights is made up same as on other freight, the tonnage being noted on the envelope instead of corner of waybill. So long as car is handled it is considered as a solid carload. Where local takes car, conductor makes up report same as he took it, not adding or subtracting as he does

work, but calling it so many tons so long as car is in his train. This only applies to local freight.

Chairman: Mr. Higgins, do you care to furnish information as to your method?

Mr. Higgins: We don't count weight of engine or caboose, and load on net lading weight. In making test over any portion of the road, the test train will exceed what we want to haul on regular trains 100 tons to 150 tons. On Amboy Division we haul 700 net tons, on some Divisions, 725 net tons, others but 650 tons. We count 50 empties to a train. We never apply tonnage to empty trains or merchandise trains, or to any high-class freight trains.

Mr. Nichols: We rate 60 cars as our limit on empty trains.

Mr. McKeen: You, Mr. Nichols, rate on gross tonnage; if train is half loads and half empties, how do you figure?

Mr. Nichols: We allow ten percent for empties.

Mr. Riley: We rate our trains by cars, although we expect to adopt the tonnage system.

Chairman: Mr. Campbell, will you give the practice on the Vandalia?

Mr. Campbell: The Vandalia does not account for the weight of engine or caboose. We use gross tonnage, and on merchandise cars figure at the terminal, on through way cars at actual weight of lading. Conductors report company loads handled in their tonnage, same as revenue business. In rating empty cars we use 75 percent of the actual light weight, in trains of empties, or part loads and part empties, on the Peoria Division. For example, if an engine is rated at 1,000 tons, leaving Terre Haute, and has 600 tons loaded, yardmaster will fill out with 300 tons instead of 400 tons, being 75 percent of the rated tonnage in empty cars.

Chairman: What have we next?

Secretary: I have a letter from General Secretary Fetter, with copies of letters from J. R. Cavanaugh and G. B. Staats, regarding duplications of letters, etc., printed in the proceedings. (Reads same.) I will simply state that it has been my practice

to simply epitomize any and all circular correspondence between the Divisions, stating enough so our members could get the gist of the correspondence.

Mr. Armstrong: I move this Division continues same as it has in the past, *i. e.*, certain letters received on such and such subject, and such and such action taken thereon.

Seconded and carried.

Adjourned 11:25 A. M.

B. MCKEEN,  
Chairman, *pro tem.*

A.-J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

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Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, September 10, 1897.

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Meeting called to order at 11:30 a. m., with President  
Besler in the chair.

The following representatives were present:

B. & O. S. W. Ry.....MR. I. L. BURLINGAME..Trainmaster.  
C. B. & Q. R. R.....MR. W. G. BESLER.....Supt.  
    "      "      .....MR. W. S. GLOVER.....C. Dispatcher.  
C. C. C. & St. L. Ry...MR. W. G. BAILEY.....Supt.  
    "      "      ...MR. W. M. DUANE.....E. M. of W.  
L. & N. R. R.....\*MR. W. S. MCCHESNEY, JR., Supt Ter.  
St. L. K. & N. W. R. R.MR. A. T. PERKINS.....Supt. Ter.  
M. K. & T. Ry....."      "      "  
T. H. & I. R. R.....MR. O. E. RAIDY.....Trainmaster.  
Terminal R. R. Ass'n. †MR. EDW. DUNLOP.....Supt.  
    "      "      ...MR. F. X. ROEDERER....Agent.  
Wabash R. R.....MR. J. S. GOODRICH.....Supt.  
    "      "      .....MR. J. A. HEETHER.....Trainmaster.  
Wiggins Ferry Co.....MR. JNO. J. BAULCH.....G. F. A.  
St. L. Transfer Co.....MR. W. G. BESLER.

\*Represented by E. P. Bryan, Jr.

†Represented by George Hannauer.

VISITOR: W. M. Prall, Manager St. Louis Car Service As-  
-sociation.

are no direct connections that intermediate line which has previously handled the car must be used, except when otherwise arranged.

2. Cars belonging to roads not terminating at, or not running trains to or from, St. Louis, or East St. Louis, must be carded by the line delivering the car under load for return to that line, or for delivery to the road which is the proper home route.

For this purpose a uniform card two inches square, made of stout fiber manilla, printed in accordance with the following sample, is to be used:

.....	*
.....	†
DATE .....	
NO. .... INITIALS. ....	
•	
RETURN TO	
..... R. R.	
AT .....	
AUTHORITY .....	

\*Insert name of road.

†St. Louis or East St. Louis.

ne of these cards is to be fastened by one tack through the  
e on the end of needle beam on each side of every car.  
case original return cards are lost or removed, new cards,  
ig the record, are to be put on by any road delivering the  
pty.

Empty cars, when carded in accordance with Rule 2,  
ed by one line to another at St. Louis, or East St. Louis,  
accepted, and shall not be returned for any cause until  
it of the delivering line has been notified of all the facts,  
consented to accept their return.  
pty cars other than those included in Rules 1 and 2, that

**Reading of Minutes.**

**President:** As the minutes have been printed and distributed among the members, unless there are objections we will, as usual, dispense with their reading.

**Unfinished Business.**

**President:** We have nothing in the way of unfinished business but a little discussion on the Rules for the Interchange of Empty Cars at St. Louis and East St. Louis adopted at our last meeting, and which you have received in circular form, giving the roads subscribed thereto and the three roads who do not care to enter into the arrangement. For convenience and a matter of permanent record we will have these rules and the names of the roads who have adopted them incorporated in the printed proceedings of this Association for future reference.

**RULES.**

**FOR INTERCHANGE OF EMPTY CARS AT ST. LOUIS AND  
EAST ST. LOUIS.**

To take effect October 1, 1897:

1. Empty cars belonging to roads terminating at St. Louis, or East St. Louis, shall be delivered direct to owners, except when other arrangements are made. The initials of the cars shall be proof of ownership, and no other marking or carding will be required.

It is understood that cars of various initials belonging to the same system shall be treated as belonging to that part of the system terminating at St. Louis, or East St. Louis. When there

are no direct connections that intermediate line which has previously handled the car must be used, except when otherwise arranged.

2. Cars belonging to roads not terminating at, or not running trains to or from, St. Louis, or East St. Louis, must be carded by the line delivering the car under load for return to that line, or for delivery to the road which is the proper home route.

For this purpose a uniform card two inches square, made of stout fiber manilla, printed in accordance with the following sample, is to be used:

.....	*
.....	†
DATE .....	
NO. .... INITIALS .....	
●	
RETURN TO	
..... R. R.	
AT .....	
AUTHORITY .....	

\*Insert name of road.

†St. Louis or East St. Louis.

One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original return cards are lost or removed, new cards, showing the record, are to be put on by any road delivering the car empty.

3. Empty cars, when carded in accordance with Rule 2, delivered by one line to another at St. Louis, or East St. Louis, shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept their return.

Empty cars other than those included in Rules 1 and 2, that

is, those that have not been handled under load, must be carded home, and the authority for the home movement must be shown.

A charge of fifty cents per car will be assessed in favor of intermediate line against delivering line in case a return movement is necessary on account of error in carding.

Adopted by the following railroad companies:

B. & O. S-W. Ry.,	St. L. K. C. & Col. R. R.,
C. & A. R. R.,	St. L. Peo. & Nor. Ry.,
C. B. & Q. R. R.,	St. L. & S. F. Ry.,
C. C. C. & St. L. Ry.,	St. L. K. & N. W. R. R.,
C. P. & St. L. R. R.,	St. L. C. & St. P. R. R.,
Illinois Central R. R.,	St. L. Mer. Bridge T. Ry.,
L. & N. R. R.,	Terminal Railroad Ass'n,
L. E. & St. L. Ry.,	Wabash R. R.,
M. K. & T. Ry.,	Wiggins Ferry,
Vandalia (conditionally).	

Following roads will not adopt rules:

Mobile & Ohio, Mo. Pac., St. L. I. M. & S.

T. St. L. & K. C. R. R. declines to vote.

Mr. Roederer: I would like to ask if we understand these rules correctly. As I understand, if a line which has not subscribed to these rules delivers to the Terminal a number of foreign cars, must the Terminal card those cars for home movement?

Mr. Perkins: Mr. President, I think the probability is that the number of cases of that kind would not be very large.

The cars that would be returned empty by the Missouri Pacific, Iron Mountain, or Mobile & Ohio to the Bridge or Ferry Co. for delivery to the other lines would probably have often been previously handled under load by the terminal companies and carded. If the cars are returned to the terminal company previously handling same under load, that company should card them, should the cards have become detached or lost. According to the rules, a subscriber to them should not deliver cars to their connections until the same are properly carded. Of course

the original report did not contemplate a situation of this kind, as it was hoped that every line would enter into the agreement, and the Committee still hopes that all the lines will enter into the arrangement in time.

Mr. Roederer: I do not agree with Mr. Perkins that the probability is that the number of these cars would not be large. Take the Mo. Pac., the Iron Mountain, and the M. & O. The fact is that there would be a large number of such cars.

Mr. Perkins: I would like to ask Mr. Roederer if he does not think that most of the cars that are delivered him by the M. & O. and the other connections have not previously been handled under load by his company?

Mr. Roederer: The M. & O. brings up quite a number of foreign cars that belong south, and that are not carded; the same is true of the Mo. Pac. and the Iron Mountain. If these cars are placed on our delivery track without cards, under these rules we are required to card them, as the delivering line is not a subscriber to the rules.

Mr. Perkins: It seems to me that under those circumstances, as they are not subscribers to the agreement, they will have to take the responsibility of getting the cars back to the home line.

Mr. Baulch: Here are five lines who practically do not subscribe to the rules, and the interchange between our Company and those lines is considerable. The proposition that Mr. Roederer makes is that the M. & O. bringing in a car belonging to the L. & N. would upset all the rules, the car would be carded back to the M. & O., and, as I understand it, the rules were intended to do away with just such movements. The theory was that there were a great many cars handled by the terminal companies here over which there was practically no control. In practice I have never found that such was the case. I believe that the terminal companies are going to experience a great deal of trouble in handling this carding proposition with these five lines out of the agreement. It will fall into disuse if these other lines do not go into it. I believe it would be best to post-

pone the taking effect of these rules until it is thoroughly understood whether or not the other lines are going to enter into the agreement.

President: I am free to say that I do not agree with your proposition, or that we should postpone the date of taking effect of this arrangement. But three companies have positively declined to join. Perhaps the Toledo people will yet vote in the affirmative. The Vandalia sees no objection to what is proposed, if the matter is understood as Mr. Adams explained it at the last meeting. Mr. Miller wrote me to that effect. The Mobile gave no reason, but simply voted "No." The Missouri Pacific stated that it was against their interest, whatever that interest may be.

I think the better way would be to go ahead with these rules and give them a fair trial. When we have some actual experience with them we can determine what is actually needed, and if any modification is necessary, make it.

Mr. Roederer: I do not think the terminal companies could gain any more experience than they have. We know exactly how it will affect us. These rules are good, but will not answer the purpose unless unanimously adopted.

President: It was supposed that the benefits to be derived from the adoption of these rules would be so manifest as to secure their adoption by all companies. We did very well to secure the affirmative vote of as many lines as we have. It seems to me it would be best to go ahead and put them into effect; it will then develop whether or not they should continue in force. Perhaps then the other lines who have not come in will find it to their interest to do so after we have given them a fair demonstration.

Mr. Perkins: It occurred to me that the point made by Mr. Roederer was one of the very strongest features in favor of the putting into effect an agreement of this kind. These very rules will prevent to quite an extent the misuse of cars and enable us to handle them much better than otherwise.

Mr. Roederer: We are not anxious to do some one else's

work. We claim now that we will have to do about fifteen percent of the work in addition to our own.

Mr. Perkins: I would like to ask how much longer it would take for your clerk on the Mobile connection to put a Mobile return card on that car than to place on another card on that car. It seems to me that it ought not consume any additional time.

I would also say that under the circumstances the Mobile will have to take the responsibility of returning to the owners the cars delivered in this way, as will every other line in the same position.

Mr. Baulch: I do not think we will have very much trouble about disposing of empty box cars at the present time!

Mr. Roederer: We agreed to these rules, believe them to be good, and will put them into effect on the 1st prox., but we think that the fact of a number of lines not agreeing to them will place a burden upon us, and therefore reserve the right to withdraw from the arrangement after a fair trial.

President: If there is no further discussion desired on this subject we will pass on to other business.

#### **Reading of Correspondence.**

Secretary: We have no correspondence.

#### **New Business.**

Secretary: The L. & N. advises us that they have a letter from the Railroad and Warehouse Commissioners of Illinois, relative to an arrangement proposed by them to place all grain for inspection on certain specified tracks, in order to facilitate the inspection of grain by their men.

President: I presume that each of the east-side lines has had a similar communication addressed to them. It occurs to me that we can not do anything at this meeting, so far as taking action upon the matter is concerned, nor until the management

of the various companies who have been called upon by the Commissioners ask us as their local representatives to do so. I would suggest that we advise Mr. McChesney accordingly. I would like to ask if there are any other representatives present who know about this communication?

Mr. Roederer: The Terminal received one and we replied that we would be pleased to accede to their request when we received any grain to switch from place to place.

President: I think it is the practice of every road as far as possible to set grain for inspection on assigned tracks, but we have all seen the time when we have been glad to have any place to put it. It is under these latter conditions that Inspectors have to hunt up the cars, and this is what brings out this complaint.

Mr. Baulch: This inspection of grain by the State of Illinois is a new deal and has only been in force this year. Heretofore the inspection has been made by the Merchants' Exchange Inspectors.

Mr. Perkins: I think the time when we get a request from the Commissioners in this regard is a very good one to renew the request on them that they see that doors are reclosed and sealed after the inspectors have finished their work. There is considerable trouble caused by grain inspectors leaving the doors of cars open after having inspected the grain, the open cars inviting robbery of contents, and being favorable for damage by rain, etc. The matter of having inspectors close car doors has been up over and over again and nothing definite accomplished until in our yards on this side of the river we threatened the inspectors individually that if they did not do this we would see to it that they were escorted from the yard by the watchman and not allowed to again enter it. After we had attempted to do this once or twice it had its effect in the greatly decreased number of cars found open. I think this matter should be taken up with the Commissioners if they are going to require us to place the cars in a certain place. They should also reseal the cars, as, when we have a large amount of grain on hand, it takes

all the time of one yard clerk to go around and reseal the cars after the inspector has finished his work.

Mr. Baulch: The question of seals is a very important one in the settlement of claims. We have had the same experience as Mr. Perkins, and if we could secure united action we would insist upon the inspectors resealing every car with a seal of their own, showing that the same has been inspected according to law.

Mr. Roederer: I do not think we will have any difficulty in securing this action on this side of the river, as we have been waiting in fact for the east side to take similar action.

Mr. Baulch: I would offer as a resolution "That the Local Freight Agents' Association be requested to take up the question of having the Grain Inspectors close cars loaded with grain which they have inspected, resealing all such cars with seals which shall designate that car has been inspected, and that immediate action be requested on the west side of the river, and as soon as practicable on the east side."

If a resolution of this kind is passed, and the arrangement put into effect on the west side, it will have considerable bearing on the Illinois Commissioners.

Mr. Perkins: I second that resolution.

Carried.

Mr. Bailey: Is this Association supposed to approve any action taken by the Local Agents' Association?

President: Any matter that is referred to us by them will receive our attention, and in this case we have practically instructed that they go ahead and put the matter into effect.

Mr. Perkins: For the most part, cars loaded with grain are loaded at the shippers' "load and count," and if the cars come through to the consignee with a clear seal record on the car and he claims a shortage, we should certainly refuse to accept his claim. We would simply say to him that this was a matter for him to decide between himself and his shipper, who claims he put so much in the car; we do not know what was placed in the car, but he claims that there was much less taken from it, and we will show him this was a sound car, and that the seals were

in perfect shape from the shipping point to delivery track when delivered to him. However, if a car comes to us with the seal placed on the car at shipping point intact, and is broken by the inspector in the morning, and in the afternoon we place another seal upon it, we have no way of proving whether or not, during the interval, there was any of the contents abstracted.

Mr. Roederer: I think Mr. Perkins has covered it fully, except possibly in case of a car coming into the yard unsealed, and in that case the inspector would have the record.

Upon motion the meeting adjourned at 12:30 p. m.

W. G. BESLER,

President.

F. E. ANDERSON,

Secretary.

## KANSAS CITY DIVISION.

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Kansas City, Mo., September 15, 1897.

Mr. O. G. Fetter,  
Secretary.

Dear Sir: There was no meeting of the Kansas City Division on September 8, account not having a quorum.

Respectfully,

B. H. GARRIGUES,  
Secretary.









1897

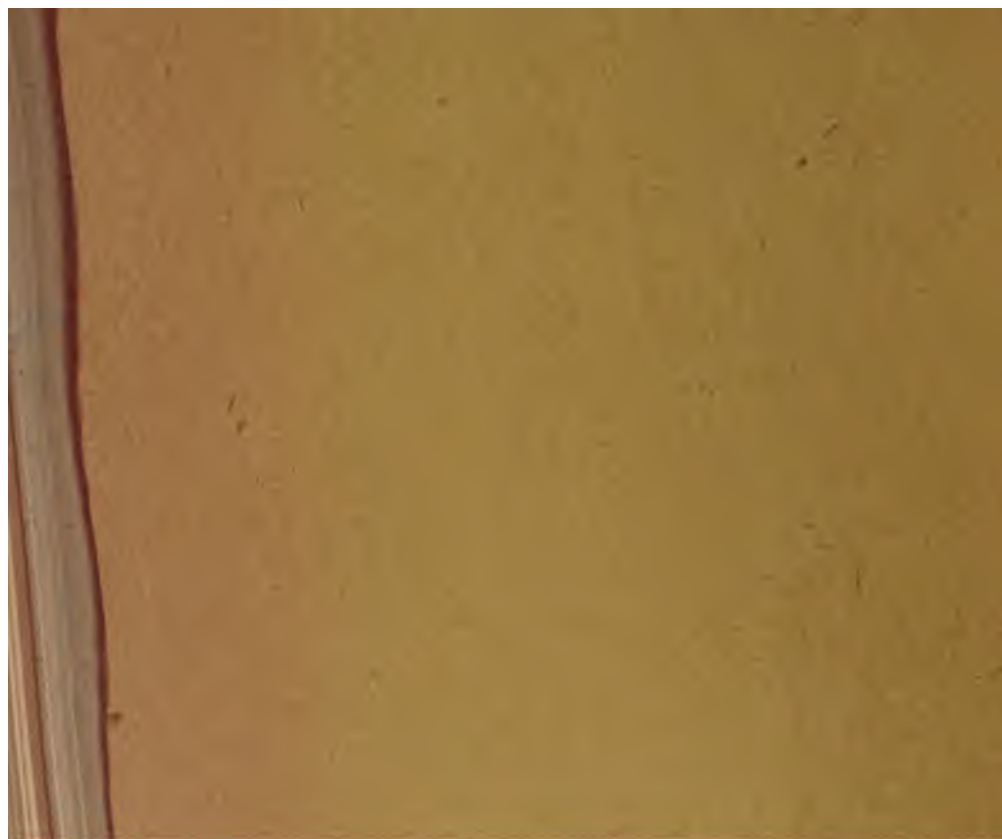
Central Association  
... of ...  
**Railroad Officers**  
**Proceedings.**

 October. 

Cincinnati Division.	Toledo Division.
Indianapolis Division.	Peoria Division.
Columbus Division.	St. Louis Division.
Kansas City Division.	



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Cincinnati, O.



CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



CINCINNATI DIVISION . . . . .	October 12th.
INDIANAPOLIS DIVISION . . . . .	
COLUMBUS DIVISION . . . . .	October 13th.
TOLEDO DIVISION . . . . .	October 11th.
PEORIA DIVISION . . . . .	October 12th.
ST. LOUIS DIVISION . . . . .	October 8th.
KANSAS CITY DIVISION . . . . .	October 13th.



1897.

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.....	.....	Kansas City "

## CINCINNATI DIVISION.

**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, October 12, 1897.**

Meeting called to order at 11:10 a. m., with President Leeds  
in the chair.

The following lines were represented:

<b>B. &amp; O. S-W. Ry.....</b>	<b>MR. W. H. BRIMSON.....</b>	<b>Supt.</b>
“ “ .....	<b>MR. C. H. HOWARD.....</b>	<b>Supt. Ter.</b>
“ “ .....	<b>MR. C. C. RILEY .....</b>	<b>Supt. C. S.</b>
“ “ .....	<b>MR. J. G. NEUFFER.....</b>	<b>G. M. M.</b>
<b>C. C. C. &amp; St. L. Ry....</b>	<b>MR. B. F. SIPP .....</b>	<b>Supt.</b>
“ “ .....	<b>MR. H. F. HOUGHTON....</b>	<b>Ass't Supt.</b>
“ “ .....	<b>MR. F. M. LAWLER.....</b>	<b>D. M. M.</b>
“ “ .....	<b>MR. MASON RICKETS....</b>	<b>D. M. M.</b>
<b>C. H. &amp; D. Ry.....</b>	<b>MR. A. GALLOWAY.....</b>	<b>Supt.</b>
<b>C. N. O. &amp; T. P. Ry...</b>	<b>MR. W. J. MURPHY.....</b>	<b>Supt.</b>
“ “ .....	<b>MR. J. P. McCUEN .....</b>	<b>Supt. M. P.</b>
<b>C. &amp; O. Ry.....</b>	<b>MR. W. T. SMITH.....</b>	<b>A. M. M.</b>
<b>L. &amp; N. R. R.....</b>	<b>MR. BRENT ARNOLD.....</b>	<b>Supt.</b>
“ “ .....	<b>MR. PULASKI LEEDS.....</b>	<b>Supt. Mch'y.</b>
“ “ .....	<b>MR. WM. ADAIR .....</b>	<b>D. M. M.</b>
<b>P. C. C. &amp; St. L. Ry...</b>	<b>MR. RALPH PETERS.....</b>	<b>Supt.</b>

VISITOR: Mr. J. M. Arnold, Agent C. N. O. & T. P. Ry.

President: As the minutes of the last meeting have been printed, if no objections, will let them stand approved as printed.

Secretary: First on the call is switching service in general in Cincinnati; this matter was brought up at the request of the B. & O. S-W. Ry.

Mr. Howard: This matter was brought up at the request of our General Superintendent, who desires to have a joint meeting of this Association and the traffic people for the purpose of taking up the entire subject of switching in Cincinnati, and I would, therefore, move that a special meeting of this Association be called for Tuesday, October 26, 1897, at which meeting the traffic department of the lines members of this Association be requested to have a representative.

President: As I understand it, your people wish to have this matter brought up for the purpose of adopting some general rules to govern switching in general at this point.

Mr. Howard: The matter of switching to elevators came up, and our General Superintendent is of the opinion, and also our traffic department, that the present charge is not enough to pay for the work done, and they think that all roads would be benefited by joining together and increasing the switching charges.

Mr. Brimson: I second Mr. Howard's motion.

President: All in favor of Mr. Howard's motion to the effect that a special meeting of this Association be held on Tuesday, October 26, 1897, to consider the matter of switching service in general in Cincinnati, with reference particularly as to compensation and manner of settlement on interchange business, the same note to be added on the call as on the call sent out for this meeting, make known by saying "aye."

Carried.

Secretary: Next on the call is further consideration of proposed Joint Car Inspection Agreement, Article XII, which was laid over from last meeting. The article in question reads as follows:

## ARTICLE XII.

Section I. Roads wishing to refuse cars on account of their condition, construction, or the lading of the cars, or on account of the local conditions of their lines, such as tunnels, bridges, etc., may do so, and can demand that the cars or lading be put in proper shape before they receive the same by notifying the Chief Interchange Inspector, who shall send a copy of said notice to the Superintendent of each road party to this agreement.

Note.—The following amendment was offered to the above: Except that roads will not refuse to receive their own cars when in good order.

Would add further that the C. N. O. & T. P. Ry. gave notice that if the amendment as offered to this Article was not adopted they would withdraw from the Association, and the C. H. & D. Ry. gave notice that they would not agree to having that amendment added to this Article.

Mr. Murphy: In this connection would add I believe I afterwards said that we were perfectly willing to stand the transfer of such cars when loaded on our own line, but that we would object to transferring cars loaded by a foreign line. We are perfectly willing to settle this matter on an equitable basis, whatever that may be, but we are not willing, and we will not agree, to pay for the transfer of cars of this class that are loaded by a foreign line. It seems to me that it would be very unreasonable, and particularly under the conditions required by the C. H. & D. Ry. If a car is loaded by the M. & C. Ry. at Memphis for a point in the New England States, for instance, to a point on the Fitchburg Railroad, the C. H. & D. Ry. get the car and they get the entire haul of the freight over their own line, loaded in their own car, why the C. H. & D. Ry. should insist upon us transferring the car at Cincinnati, or paying for

the transfer, it seems to me, is a most remarkable position to take. However, as previously stated, if we load a C. H. & D. Ry. buggy car on our own line for a New England point, and the C. H. & D. Ry. requires us to transfer, we are perfectly willing to stand the cost of the transfer, but we will not pay for the transfer of cars loaded by a foreign line; in other words, we will not do penance for the sins of our neighbors.

Mr. Galloway: Mr. Murphy asks the question, why should this car be transferred if it goes to Binghamton, the farthest point east. I will answer by saying, because when we deliver the car to the Lake Shore they will tell us to transfer it. The very first road east of us will stop it, and in self-protection we tell the delivering road to transfer. \*

Mr. Murphy: It seems to me that if the matter was taken up with the connecting lines that the matter could be settled on an equitable basis; we can perhaps agree to prorate the expense.

Mr. Galloway: Why don't you protect yourself at the junction point?

Mr. Murphy: We can not do it without losing the business.

President: I would like to have this matter taken up and thoroughly discussed, from the fact that, as a consequence of the threat of the C. N. O. & T. P. Ry. to withdraw if this rule is not enforced, the C. H. & D. Ry. has notified us of their withdrawal from the Inspection Agreement, and, as I understand, simply because they insist on the delivering road standing what they consider the penalty of their own faults in not protecting themselves.

Mr. Murphy: Would like to correct the impression of the President on that point. The C. N. O. & T. P. Ry. has made no threat; we have simply said what we would do, and do not want to be understood as making any threat whatever.

President: I construe it a threat in just so much that the withdrawal of any of the members is the first step towards the destruction of the Association, and when a member says that unless the rules are as he says, and different from what another road considers right and just, that the penalty on the Associa-

tion will be their withdrawal from the Association, I consider it a threat, and do not know any reason why it should not be. On the other hand, the C. H. & D. Ry. has made no threat, but simply said that they will withdraw from the Association. I infer, however, that it is simply because they do not agree to accept this one rule.

I wish to go a little further and say that the C. H. & D. Ry. are not in any way bettering their condition by withdrawal from the Association, nor, on the other hand, do I see that the other party would be benefited in any way by their stand. As I read M. C. B. Rules, if the delivering road offers a car that is defective in construction, or defective from defects that have developed in the operation of the car, the delivering road has got to put it in an acceptable condition before the receiving road is compelled to accept it, and failing to do so, they have got to pay for the transfer. That pertains strictly to the body of the car, the condition of the car as a car; but when it comes to the loading of a car, there is nothing in the M. C. B. Rules that makes it obligatory upon the delivering road to transfer a car, or in any way incur any expense on account of tunnel or bridge limits of the receiving road.

The question is, Is the C. H. & D. Ry. going to get any relief in going out of the Association and standing on M. C. B. Rules? It will really put them in just the position that Mr. Murphy would put them in; in fact, in not as good a position as Mr. Murphy is willing to grant them. It is simply a deal between the C. N. O. & T. P. Ry. and the C. H. & D. Ry., and for that reason I am anxious to have the matter fully discussed, and, if possible, bring back the C. H. & D. Ry., or ask them to reconsider the position they have taken in the matter.

Mr. Murphy: In the first place, the C. N. O. & T. P. Ry. made no threats whatever, but we are so willing to do what is fair and right with this matter that we will do almost anything reasonable or right, and I do not know that I can say anything further on the subject.

Mr. Peters: This is a very peculiar case between the C. H.

& D. Ry. and the C. N. O. & T. P. Ry., and as I have not heard the discussion that has taken place this morning, and as our President is a Motive Power man, would like to hear from him as to what he thinks would be a fair rule.

President: As I said before, this is a point that I would like to see thoroughly discussed and thoroughly understood from the very fact that there is nothing as an established rule at present that touches upon it in any way. If a car is delivered with defects that render it unsafe to trainmen and unsafe for lading, the delivering line has got to be responsible; it must be in good condition. Now, then, recognizing that fact, they protect themselves at their connections, whether it be in the extreme north, south, east, or west, against what they know will be the penalty of presenting a car at any point that is defective in construction, but when it comes to the tunnel gauges, limits of bridges, etc., there is nothing established by which the delivering road should be responsible. In other words, there is no established rule at present, but there should be, and I think that this matter should be carried to a point that by recognizing tunnel gauges, bridge limits, etc., the receiving road equally with the loading road should be responsible for the limits of the lading when delivering the car, from the very fact that it is exactly on the same line that when we build a thousand cars we do not build them for the L. & N. R. R.; we simply add them to the equipment of the United States, and when the car is loaded it is not loaded as an L. & N. car, but as a means of transportation of its contents from the point it is loaded to destination, whether in Maine or California. The question is, that whilst the L. & N. R. R. is nominally owner of the car and responsible for its condition under ordinary usage as a car, at the same time they are not responsible for the condition the car was in when loaded, and as a consequence are not responsible for any consequential damages, and every road that the car is presented to must protect itself by the proper inspection to see that no defects which render it unsafe to trainmen, or unsafe for lading, exist. The same should hold good as regards the limits of lading and the

the tunnels and bridges through which any roads pass in order to reach destination, and when that loading is completed the parties receiving it should protect themselves to the extent that the car can go to its destination, and I believe the delivering road in every case should be responsible, and equally responsible, for the limits of the lading just as much as for the safety of the car. It makes no difference whether it is being delivered to its owner, or who it is being delivered to, from the very fact that were it being delivered to the owners simply as one of their own cars, there will be no exception taken to it, from the very fact that they have got no cars but that will pass over their own road. The consequence is you are not delivering it to the owners, but in delivering it to them simply delivering a package or a method of conveyance of the lading from one point of the country to another, and the ownership of the car has no bearing whatever on that car in transit, whether to its own line or any other line.

Mr. Peters: Do not think it would be right to ask the connecting line to send a car back home empty when lading is received for a point towards its home destination simply because the lading is for a point beyond its destination.

Mr. Murphy: Supposing a C. H. & D. car was loaded at New Orleans for a point in New Hampshire, and had to pass over fifteen railroads to get to destination; the condition on all the lines would be all right for the car to pass over except on the last line in New Hampshire; do you think that it would be right for the C. N. O. & T. P. Ry. to transfer the car and pay for it?

President: It makes no difference whether it is the last road or the first road. My idea is that in accepting the car you accept all the conditions, and the condition of that car is that it can not finish its route, and there is where the blame falls; the party who first loads the car is at fault.

Mr. Peters: If a car comes to you in ordinary traffic, and you want to load it back home, I do not see why you should be held responsible.

President: The last railroad is always the one that is going to stop it. The party that loads the car is the one at fault. They have loaded a car that can not finish its trip and get to destination. Where is any road between those two points to blame? The very first road that accepts it, accepts it with the blame of the party that loaded the car, and every successive railroad that accepts the car assumes the blame. Say the car goes on and finally reaches the last road, which has a small tunnel, do you want to make that road responsible simply because they have a small tunnel?

Mr. Peters: You might as well make the man responsible who has the small tunnel as the fellow who has the large car.

President: The man that loads the car should be responsible, and he is the one that should have the car rejected on him, and failing to do that, every railroad that accepts the car becomes responsible.

Mr. Murphy: Of course I want it understood that if those tunnels were on the C. H. & D. Ry. we would not question the matter. They are figuring on a line up in Maine, and I think it is a little far-reaching.

Mr. Peters: I think there is a good deal of equity about the originating road being responsible; yet there is equity on the other side that the connecting line has the right to make use of the car and return it home loaded in order to get revenue out of the car instead of returning it empty.

Mr. Murphy: I stated that we would be willing to prorate the expense, or to do anything that was fair with reference to the cost of transfer.

President: When I take a matter of this kind under consideration, in the first place I look upon the equipment simply as a part of the equipment of the United States without any home. In the next place, I look upon the entire road from which the load originates to its final destination as one continuous railroad. Now, if the railroad is clear from end to within ten miles of the termini, I claim that the loading at the originating point must take in this choke within ten miles of destina-

tion, and the matter of the intervening railroads being under different managements and different ownerships cuts no figure in the lading and delivery of the car.

Mr. Galloway: Mr. Murphy admits the justice of our position to the extent of paying for the transfer of foreign cars that he offers us too large and wide for these tunnels; he passes those. He only objects to C. H. & D. Cars. He is either right or wrong. If he is willing to pay for foreign cars offered the C. H. & D. Ry. that can not pass these tunnels, I can not see why he should object to the C. H. & D. cars, especially if we take the view of the President that the cars do not belong to an individual road, but to the equipment of the United States. He has paid bills for foreign cars offered the C. H. & D. Ry., but has refused to pay for C. H. & D. cars. I can assure you that we would be perfectly willing to take cars, no matter what kind of cars they were, for the Fitchburg Railroad if we could deliver them, but if we accept them, our first connection east of us will refuse them, and as we can not pass them along, so think that we should protect ourselves, and the proper place for us to protect ourselves is at the River. As I said before, he has admitted the justice of the position of our road to refuse certain cars by paying for foreign cars, and the only question is whether they should accept C. H. & D. cars the same as other cars. He admits that we are right in refusing other cars than our own, but that we are not right in refusing our own.

Mr. Riley: Mr. Chairman, this Article is in direct conflict with the rules laid down by the American Railway Association. The C. H. & D. Ry. can not refuse to receive any cars loaded by the C. N. O. & T. P. Ry., whether loaded for California or Maine. The fact is, that the C. N. O. & T. P. Ry. has a perfect right to load the car back to the C. H. & D. Ry. It is their business to transfer, and not the business of the C. N. O. & T. P. Ry. It is the business of the C. H. & D. Ry. just the same way that we could load a Lake Shore car to the C. N. O. & T. P. Ry. and they would get it back to us loaded via Indianapolis for St. Louis. The C. N. O. & T. P. Ry. would have

the right to load it, and it is your duty to make the transfer according to the rules of the American Railway Association. The B. & O. S-W. Ry. receives and transfers cars from the Iron Mountain and M. K. & T. Ry. loaded for Baltimore, as the B. & O. R. R. can not take them from Parkersburg.

Mr. Murphy: I was going to bring that matter up, but thought we could perhaps settle it ourselves without reference to their rules. The C. H. & D. Ry. are members of that Association, and so are we.

After considerable informal discussion, during which the rule of the American Railway Association as referred to by Mr. Riley was read, and which did not seem to cover the point at issue, the following was offered:

Mr. Brent Arnold: I move that a Committee of three be appointed to prepare a concise and explicit statement of the question at issue, the same to be submitted, through our Secretary, to the Executive Committee of the American Railway Association for their ruling.

Seconded by Mr. Murphy and on vote adopted.

Mr. Peters: I move that further discussion of this new Interchange Agreement be postponed until a reply is received from the American Railway Association.

Seconded and on vote adopted.

President: The chair will appoint as that Committee Mr. Ralph Peters, Chairman, Mr. W. J. Murphy, and Mr. R. B. Turner.

Mr. Brimson: Before we adjourn, would like to ask what the custom is at Cincinnati in regard to permitting examination of freight received billed "to order"; whether anyone who desires to examine the freight is permitted to do so, and what constitutes an order permitting anyone to inspect the goods.

Secretary: This matter was brought up at a meeting of the Cincinnati Local Freight Agents' Association some time ago, and the different agents took the matter up with the legal department of their line. Some received replies that it should be done, others received replies that it should not be done,

and in fact nearly everyone received a different reply. I do not know what the practice is at the present time, but if you so desire I will take the matter up with the Local Freight Agents' Association at its next meeting and find out what the custom is.

President: If no objections the chair will so rule.

On motion, duly seconded, meeting adjourned at 12:50 p.m.

PULASKI LEEDS,

President.

O. G. FETTER,

Secretary.

## INDIANAPOLIS DIVISION.

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Indianapolis, Ind., October 12, 1897.

Mr. O. G. Fetter,  
Secretary.

Lack of quorum prevented holding the regular meeting  
October 9. 8

Lines represented:

C. C. C. & St. L. Ry., G. W. Bender, Superintendent.

P. C. C. & St. L. Ry., W. Swanston, M. M.

L. E. & W. Ry., M. P. Deniston, T. M.

Yours truly,

G. B. STAATS,  
Secretary.

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## COLUMBUS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Ruggery Building, October 13, 1897.

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Meeting called to order at 2:00 p. m. with President Connors  
in the chair.

The following lines were represented:

T. & O. C. Ry.....	MR. T. F. WHITTELSEY.
“ .....	MR. H. C. FERRIS.
B. & O. R. R.....	MR. J. H. GLOVER.
Z. & O. R. R.....	MR. J. S. GILLESPIE.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
C. C. C. & St. L. Ry.....	MR. J. C. NELSON.
N. & W. Ry.....	MR. J. W. CAMPBELL.
C. S. & H. Ry.....	*MR. M. F. BONZANO.

\* Represented by Mr. J. D. Berry.

Reading of the minutes of previous meeting dispensed with.

Committee on “The Handling of Foreign Equipment” were  
granted further time to report.

President: On the subject of Mr. Gordon’s paper, also the  
question raised by Mr. Host. The Association has held hereto-  
fore that papers or subjects for discussion would not be brought  
up unless the parties presenting same are present. I think it a  
good rule to follow. There is a question with the Division as  
to whether we should continue these questions on the call from  
time to time.

The Association was in favor of dropping them, if not disposed of at next meeting, and the Secretary was instructed to notify members having papers to read of the sense of the Association in the matter.

### Reading of Correspondence.

Columbus, Ohio, October 4, 1897.

J. D. Berry, Esq.,

Secretary-Treasurer Columbus Division C. A. R. R. O.

Dear Sir: At the last meeting of the Yardmasters' Association, held in the office of the President, Mr. Jacob Henry, General Yardmaster P. C. C. & St. L. Ry., I was appointed a Committee of one to bring to the notice of the members of the Central Association of Railroad Officers the fact that for many months the C. A. & C. and C. S. & H. Railways have not been represented at the Yardmasters' meetings, and it was the unanimous desire of all the Yardmasters present that the matter be laid before your Association, with a view to having it communicate with the officers of the above-named roads for the purpose of inducing them to have representatives attend the Yardmasters' meetings.

If you will kindly bring the matter before the Central Association at the next meeting you will greatly oblige the Yardmasters as well as the undersigned.

Yours truly,

(Signed) J. W. CAMPBELL.

Secretary was instructed to write the representatives of the Roads named and request them to have representatives present at the meetings of the Yardmasters' Association.

The minutes of the meetings of the Yardmasters' Association and Association of Car Foremen were read and approved.

President: I desire to call attention to a fact that I notice in the Association of Car Foremen's minutes that is very gratifying; that is, the full attendance at the meetings. There are a few exceptions, but there are very good reasons why Car Fore-

men can not always be present. The thing that strikes me with the most force is the presence of the Joint Inspector, working in harmony with the Car Department. So far as our road is concerned, I have the first complaint of any kind to reach my office, since the organization of the Car Foremen, on anything that pertains to the Car Department, and I think I voice the sentiment of the majority of the Columbus Lines when I say that it is a good thing and it ought to be pushed along. The same is true of the Yardmasters' Association.

#### **New Business.**

Mr. Berry: I deem it my duty to call the attention of the Association to any rule that we have connected with the Car Service Association which detains cars. You will remember that nearly two years ago we adopted a rule allowing the storage of coal, and the coal is stored in outer yards and brought to the unloading tracks whenever the consignees desire, and they are not charged car service until that time. Service does not commence on the cars until they are placed after they are ordered. I find that this is detaining cars badly at this time, when we have all the business we can do and more, but it seems to me that while that was a good rule during the dull times, it is a very poor rule when we want cars. Of course it is a matter that I am interested in, in so far as getting cars to work with is concerned, and I simply lay this matter before your Association for the purpose of bringing about quicker release of coal cars. Of course the Car Service Association will carry out any instructions from this Association.

President: I think the gentlemen present all understand the reason for making that rule. It was at a time when the C. S. & H. Ry. was officered by a different set of gentlemen than those in charge today, and it was practically compulsory, I might say, on the part of the other roads to consent to that arrangement being made to keep the C. S. & H. Ry. in line at that time. I am not in favor of the rule, although we have

profited by it since the rule was put into effect; but so far as our road is concerned I would be only too glad to have the rule wiped out, because we would be on practically the same basis as we are with the rule in effect.

Mr. Berry: That rule only applies to Columbus proper.

President: This same question came up in our Toledo Association on Monday last, and the sense of the members present at that meeting was that the application of Car Service Rules should be as laid down in Rule No. 1 of the Constitution and By-Laws, and Rule 9 of the Central Traffic Association tariff.

Mr. Whittelsey: So far as the T. & O. C. Ry. is concerned we have never seen the time when we wanted cars more than we do now, and neither have we seen at any time a greater disposition to hold cars at stations for loading and unloading, and I think that anything we can do here today in this Association to remove the cause for delay to cars will be very wisely done at the present time. I am in favor of withdrawing the action that we took two years ago and restore statu quo, as it were, and I hope that that can be brought about. Beyond that I think, as far as the rules are concerned relative to other freight, it might be well to look into that. I understand that, aside from our Constitution and Rules at Columbus, there is at least one ruling as to what is "house" freight. There is a question as to whether we are using our cars as storehouses for house freight. At any rate, I don't think we could do anything better today than to at least start some movement toward releasing cars so that we can earn money with them.

Mr. Campbell: I can only state for our people that the matter, so far as I am concerned, would have to be taken up with my superior before I could do anything, but I will state that only this morning I took the matter up in relation to that, with my Superintendent, Agents, and consignees of some cars here in town that have been standing on our outside coal track, some of them since September 28. Our people are in very hard lines for cars, and I have no doubt that if the matter was brought to their attention by letter, through this Association, that they

would be glad to acquiesce in the passing of the rule, but I only speak for myself, as I am not authorized to take any part.

Mr. Berry: I am authorized to say for Mr. Bonzano, of the C. S. & H., that he will vote for cutting out that rule, and he further authorized me to vote for anything that will prevent making warehouses of cars.

The following resolution was offered by Mr. Glover:

Resolved, That the practice heretofore in vogue, namely, the permitting of holding coal in outer yards near Columbus, and not charging car service thereon until such cars were placed on team or private tracks for unloading, be, and is hereby, ordered withdrawn, effective October 18, and that the last paragraph of "Instructions to Agents," on page 41, of the Columbus Car Service Association's Rules, be enforced.

Seconded by Mr. Whittelsey. Carried.

President: While on that subject, I would ask the Secretary, since that question was raised in our Toledo Association on last Monday, what, if any, exceptions are made to what is known as "house" freight.

Mr. Berry: There are altogether too many. The house freight in carloads was all included under our Car Service Rules at the commencement of Car Service in Columbus, but it was only a short time after the Association was organized until the Associations (I have one here from the Detroit Car Service Association and one from the Cincinnati Association) published a list of cars that should be governed by Car Service Rules, and as the Car Service Associations were all supposed to work uniformly, that list was adopted by the Columbus Association, so that there are a great many carloads of freight which come into Columbus, such as raisins from California, canned goods, package freight that can be handled over freight platform, that are held either in the cars or in the warehouse, not subject to any rule whatever in regard to unloading. You will remember that for the last two or three years I have persistently brought up the question of a warehouse rule. We had it up in our Association time and time again, and that was to cover this very

case. One railroad company had room to unload package freight in their house; another not having it would claim the right to hold it in the cars; the abuse of equipment has grown until now they are trying to make baled hay and straw come under the head of "house freight," which is exempt by our rules, and should not come under Car Service Rules, and we can not get them to report it nor correct the abuse alone. The only way was to adopt a warehouse rule covering all platform freight. The classification is something that all railroad companies go by. Rule 8-B says: "Owners will be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement."

Rule 9. "All property shipped in carloads shall be subject to the car service and trackage charges for the forwarding and delivering railroads."

It is certainly a discrimination not in favor of a large shipper against a small shipper, but it is a discrimination between the different kinds of freight. I have repeatedly seen cars unloaded, cars of lumber and coal, on the same track with a car of canned goods. The cars of coal and lumber were unloaded within the specified time or we charged \$1.00 per day. The owner of the canned goods sends his team down for five cases. In a week or ten days, perhaps, they have unloaded half a dozen cars of coal and lumber, and this fellow is down again for ten cases of canned goods. I have known cars of canned goods to stand in the yards of Columbus forty days, and it is a discrimination. I understand from the papers that the Interstate Commerce Commission are now investigating a case of discrimination by the railway companies holding house freight in their cars or houses and compelling the bulk freight to be unloaded within a certain length of time or pay for it. It is a question that has been seriously considered by the National Association of Car Service Managers, and all the managers of the different associations in the country have been bothered by the same question. They arrive at the conclusion that there is only one way that it could be stopped, and that was the formation of a storage warehouse,

so that all freight, whether it was on the platform or in the car, after a certain length of time should go to the storehouse. In some cities, I believe, they have it in effect.

President: The same question was up in our Toledo Association on Monday and very fully discussed there. The views of the members present seem to coincide with the remarks made by our Secretary. A resolution was offered, the purport of which was to submit the question to the roads members of that Division, asking for letter ballot on the matter of changing the understanding. The rule doesn't need to be changed because it speaks for itself. The classification of the Central Traffic Association does not need to be changed because it speaks for itself, both directing that the cars in question would come under Rule 1. The Chair will be glad to entertain a motion from some of the members to bring the matter about in this way.

Mr. Whittelsey: Rule 9 says: "All property shipped in carloads shall be subject to the car service and trackage charges of the forwarding and delivering railroads." Preceding that, Rule 8-B says: "Owners shall be required to load and unload bulk freight in carloads, unless otherwise provided by special agreement."

Now, while that doesn't directly impair Rule 9, it by inference does to some extent. It says "bulk freight." It seems to me that this Association, as an Association, might do well to bring that point up with the Classification Committee and ask them if it would not be consistent with the best practice, from all points, to strike out that word "bulk"; then it would read, "Owners will be required to load and unload freight in carloads, unless otherwise provided by special agreement." Then it would be entirely consistent with Rule 9, and of course the receiver of freight, as well as the shipper, would be bound by the terms of the bill of lading, which amply covers the question of car service. They are bound to pay it if it is just and reasonable.

Mr. Berry: That would cover the ground pretty thoroughly.

Mr. Whittelsey: Now, I think it would inure to the benefit of the railroads of the country if the practice as outlined at Toledo

would be generally adopted; that is to say, if car service was collected on all carload freight it would empty cars quicker, but there are isolated cases, which are pretty near home, where such a rule would not particularly benefit a given road. As far as our road is concerned, in Columbus we are not particularly in favor of that rule because we can unload our own cars and get the use of them quicker than if we had such a rule, but take it on the P. C. C. & St. L., C. C. C. & St. L., C. H. V. & T., L. S. & M. S., at Toledo, the B. & O. at Cincinnati, such a rule would empty cars quicker than they can empty them without it, but I think that word "bulk" in there is a stumbling-block and should be removed, and I therefore move you that the Secretary be instructed to communicate with the other Divisions, with a view to asking them if they would join in a request on the Classification Committee, with a view to considering the striking out of that word.

Mr. Glover: I think it is a question that we should hardly act upon in haste, and I will gladly second Mr. Whittelsey's motion; at the same time I think that all roads members of this Association should be notified of this question and let them have time to consider the matter carefully and express their views, and for that reason I would like to see something in the motion to the effect that they be given notice by letter of this question being raised, as I think it is something that some of the higher officers are also interested in.

President: The Chair understands Mr. Whittelsey's object as being to bring the question of the removal of the word "bulk" from the official classification, and the motion will be put. Following that, however, I think it would be well for a member to submit a motion that the question of changing from the present practice to the suggested practice be submitted to all roads members of this Association for an expression of their opinion.

Motion carried.

Mr. Berry: This question I have given a great deal of thought, and I have talked with a great many traffic officials in regard to this warehouse freight. If we are going to make a rule

that will cover package freight, or what is considered warehouse freight, I think we had better have some legal advice. Traffic officials maintain that a consignee, if he so desires, can compel you to unload that freight in your warehouse and he take it from there, and refuse to take it from the car. Whether that is so or not, I think is a question that should be determined from a legal standpoint, because if we should pass that rule we would have just the same trouble over again in regard to collecting car service on package freight that we had collecting car service when the Car Service Associations were first organized, and if we go into that, if we fail in the first case we are gone. The only way that we want to go into it is in such a manner that if we do make the rule we can enforce it legally, and if we can not, we can not enforce it at all.

President: Your remarks are of course in the direction that we are all seeking, namely, information; and the point need not be raised until the replies from different roads are received and the question framed in the form of a motion. The Chair will be glad to entertain a motion from some member on the propriety of changing the present practice.

Mr. Glover: I move that the Secretary be instructed to communicate with the members of this Association and ascertain their views as to the advisability and legality of cutting out the word "bulk" in Rule 8B of the Official Classification.

Seconded by Mr. Ferris. Carried.

President: I discovered while in Toledo several days ago a practice existing there among the agents regarding the furnishing of assistance from their warehouses to the transfer companies and other parties hauling freight, to unload or load cars of freight. That is found to be a very expensive feature of warehouse work, and it is quite a little sum on the payrolls at the end of the month, for which it is conceded that the railway companies should not be the contributors. I would like to have the question raised here and submitted through the Secretary to the Freight Agents' Association, to know to what extent such practice, if at all, is followed in Columbus.

Mr. Glover: I move that the Secretary be instructed to communicate with the Agents of the different lines and ascertain from them if any assistance is furnished by their warehouse force to the transfer companies in loading or unloading carload freight.

Seconded by Mr. Ferris. Carried.

President: I would like to call the attention of the members to the minutes of the Cincinnati Association on Interchange Car Inspection at Cincinnati, as submitted by the Committee to the Association for its adoption or rejection, and it strikes me that such a set of rules for the government of our Association would be a very desirable thing to have. The Cincinnati Division proposes to elect annually a Standing Committee of seven members, each road interested having one representative, to be known as the Standing Committee on Interchange Inspection. Said Committee to be composed of four members of the Mechanical Department and three members of the Transportation Department of roads members of this Association. We have all the force necessary to comply with the same rules in our Columbus Division. The Joint Inspector is the same officer in Cincinnati as he is in Columbus; there are no rules in our Association covering the handling of such matters, and in our Toledo Association a few days ago a Committee was appointed by the Chair to investigate the matter and report on the advisability of adopting similar rules to govern our Association and to report at the next meeting. I think it a very wise thing to do.

Mr. Glover: I move that a Committee of three be appointed by the President to look into the rules adopted by the Cincinnati Association at their last meeting in relation to the Interchange Inspection and report to this body as to the advisability of adopting a similar set of rules for use at Columbus.

Seconded by Mr. Campbell. Carried.

The Chair appointed Mr. Ferris, Mr. Glover, and Mr. Connors.

Bill for \$8.88 against the Columbus Division for its proportion of the expense of the Central Association was ordered paid.

Mr. Berry: Mr. J. H. Hamilton has been appointed Super-

intendent of the Ohio River R. R., at Parkersburg, W. Va., and as the Ohio River R. R. is represented here and interested in Car Service at Pt. Pleasant and Huntington, W. Va., I suppose he is eligible to membership in this Association.

Mr. Glover: As I understand the ruling at the last meeting, it is not necessary to elect individual members. If the Ohio River R. R. is a member of the Association that settles it.

President: That is correct, at the same time it occurs to me that Mr. Hamilton should be given notice.

Mr. Glover: Would suggest that the Secretary notify him that his road is a member and we would like to have him attend.

Movement to adjourn was made, seconded, and carried.

M. S. CONNORS,  
President.

J. D. BERRY,  
Secretary.

## TOLEDO DIVISION.

**Regular** Monthly Meeting of the Central Association of Railroad Officers, Toledo Division, held Monday, October 11, 1897.

Meeting called to order at 2:00 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R.....MR. W. F. BRADLEY.....Supt.  
C. H. V. & T. Ry.....MR. M. S. CONNORS.....Supt.  
D. T. & M. R. R.....MR. G. R. HASKELL.....Supt.  
L. S. & M. S. Ry.....MR. A. H. SMITH.....Supt.  
T. & O. C. Ry.....MR. T. F. WHITTELSEY...Gen'l Supt.  
T. St. L. & K. C. R.R..MR. A. L. MILLS.....Gen'l Supt.  
Wabash R. R.....\*MR. E. A. GOULD.....Supt.  
W. & L. E. Ry.....MR. F. J. STOUT.....Supt.

\* Represented by Mr. C. B. Adams.

VISITORS: Messrs. E. B. Hathaway, R. St. John, and Frank Clark.

The reading of the minutes of the previous meeting was dispensed with.

Mr. Haskell explained that the D. T. & M. R. R. wished to continue membership in the Central Association of Railroad Officers and Toledo Car Service Association on the same footing as its predecessor, the old C. J. & M. Ry.

**Letter Ballot on Closing Freight Houses for Receiving Freight on  
Legal Holidays.**

President: The Secretary will read result of letter ballot on closing freight houses for receiving freight on legal holidays.

Secretary: The vote is as follows:

Ann Arbor R. R.—We will vote in the affirmative on this resolution, but think it should be amended to receive perishable freight up until noon.

C. H. & D. Ry.—Our General Superintendent does not wish to enter into this agreement; the C. H. & D. therefore cast their vote "No."

C. H. V. & T. Ry.—This company votes in favor of closing as proposed.

F. & P. M. R. R.—With the understanding that exception will be made in case of having perishable freight on hand, which of course must be taken care of, this company will vote "Yes."

D. T. & M. R. R.—Would be in favor of closing up on days mentioned at 10 a. m. or noon, except for delivery of anything perishable.

L. S. & M. S. Ry.—The L. S. & M. S. vote "Aye," and are prepared to put the arrangement into effect, providing the motion carries unanimously.

M. C. R. R.—This company will be willing to close their warehouse at Toledo on legal holidays, except for the delivery to consignees of perishable freight.

Penna. Co.—You can record our vote on the resolution in the affirmative.

T. & O. C. Ry.—The T. & O. C. will vote "Aye," with the understanding that they will be kept open until 10:30 a. m. for the delivery of perishable freight.

T. St. L. & K. C. R. R.—Will vote for closing entire day on New Year's, Fourth of July, Thanksgiving, and Christmas, and at noon on Decoration Day and Labor Day.

Wabash R. R.—Would not like to vote on resolution at it stands, but if a resolution is drawn up requiring freight houses to be closed all day on certain holidays, such as the Fourth of July, Thanksgiving, and Christmas, and open until noon on other legal holidays we will vote in the affirmative.

W. & L. E. Ry.—Our General Traffic Manager advises he has no objection to resolution, provided a man is left to look after perishable freight.

President: I declare the motion lost. It appears to me that the resolution might be framed to meet the views of all, and I would suggest that the Secretary take it up with the party who offered the resolution and who is now absent.

Mr. Bradley: Would it not be a good idea to appoint a Committee to frame a resolution that will suit all?

(Mr. Smith just arrived.)

Attention was called to the fact that some of the roads asked that exception be made in the matter of delivery of perishable freight, and it was explained that the original resolution did not cover the question of delivery at all.

Mr. Whittelsey: One road voted "No" without any explanation, and it will be necessary to secure unanimous action in a matter of this kind.

President: I think the road referred to might be prevailed to come in if a resolution was framed to keep open until noon.

Mr. Smith: I believe we owe to the public and the interests we represent a good understanding as to what we will do on certain days. If this Association is what I think it is, we are to take up these matters for settlement, and as far as we are concerned we stand ready to close all day or at such hours as may be decided on.

I therefore move that a Committee of three or five, to include the Secretary, be appointed to canvass the matter and formulate some understanding that all lines will agree to before the next meeting.

Seconded by Mr. Whittelsey and carried.

The President appointed as such Committee Messrs. Smith, Whittelsey and the Secretary.

**Railroads Furnishing Assistance to Transfer Companies in Loading and Unloading Cars.**

Mr. Connors: Would like to raise a question as to what is the practice on question of furnishing assistance to the Transfer Companies to load and unload carload freight in our yards.

It developed that it had become a common practice to furnish assistance to Transfer Companies and others to load and unload carload freight.

Mr. Connors: I move that the President appoint a Committee of one, to consist of the Secretary, to investigate the matter with the Toledo Agents and find out what the practice is in regard to furnishing assistance, other than a man to check or tally the freight, to Transfer Companies and others to load and unload carload freight, and report at next meeting.

Seconded by Mr. Smith and carried.

The President suggested that Committee canvass the question as to what position can be taken in the matter to remedy the evil.

**Interchange Agreement Adopted at Cincinnati.**

Mr. Connors: I want to call your attention to the proposed interchange agreement at Cincinnati, pages 4 to 10, September proceedings, and suggest that the President name a Committee of three to look into the matter and report if practicable to apply to Toledo Association.

Mr. Whittelsey: I second the suggestion, and would further suggest that the C. H. & D. be made a member of the Committee.

On suggestion being put in form of a motion it carried by a unanimous vote.

The President appointed as such Committee Messrs. Connors, Floeter and Whittelsey.

**Address of Mr. W. E. Beecham, Car Accountant of the  
C. M. & St. P. Ry.**

Mr. Connors: I move that the President appoint a Committee of three to consider the remarks of Mr. Beecham, Car Accountant of the C. M. & St. P. Ry., before the Columbus Division at last meeting, and report to this Association at next meeting if practicable to carry out suggestions contained in his remarks.

Seconded by Mr. Whittelsey.

Mr. Adams: We, as members at Chicago who operate under that rule, find it a very good thing. The Central Association at St. Louis put it into effect, but practically we have enforced that rule at St. Louis for the past ten or fifteen years, and find it works all right. It is one of the best rules we know of.

On motion being put it carried by a unanimous vote.

The President named as Committee Messrs. Connors, Smith and Bradley.

**Vote of Thanks to the Ann Arbor R. R.**

Mr. Connors: I wish to offer a motion thanking the Ann Arbor for courtesies extended to members of this Association on trip around terminals of Toledo, September 27.

Seconded by Mr. Smith and carried.

**Car Service.**

The question of placing all carload freight, loaded or unloaded, at Toledo, under the rules of the Toledo Car Service Association elicited a spirited discussion, and the necessity of some action was conceded by all.

The following was adopted by a unanimous vote:

Resolved, That the attention of the different roads members

of the Toledo Division, Central Association, be called to the fact that the exceptions to the assessment of car service on certain commodities have proved a stumbling-block to the operation of Car Service Rules in Toledo and other points governed by said Association, and that on and after November 1, 1897, Rule 1 of the Car Service Association and Rule 9 of the Official Classification be enforced.

It was further understood that roads would not handle any freight taking carload rates through their houses, but that shippers and consignees would be compelled to load and unload.

The vote showed the resolution to have received a constitutional majority under the Toledo Car Service Agreement, and the Manager was instructed to give notice to all Superintendents and Agents that new ruling would go into effect commencing November 1, 1897.

Adjourned to meet Monday, November 8, 1897.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, October 12, 1897.

Meeting convened at 10:00 a. m.

In the absence of both President and Vice-President the  
Secretary called the meeting to order, and Mr. W. B. Throop  
was made temporary chairman.

### PRESENT.

#### *Roads.*

#### *Representatives.*

P. & P. U. Ry.....	W. E. BELL.....	Ass't Supt.
C. P. & St. L. R. R....	H. S. REARDEN.....	Superintendent.
T. H. & I. R. R.....	B. McKEEN.....	Superintendent.
" "	F. L. CAMPBELL.....	T. M.
Iowa Central Ry.....	C. W. HUNTINGTON..	Gen'l Supt.
L. E. & W. R. R.....	H. A. BOOMER.....	Superintendent.
R. I. & P. Ry.....	H. P. GREENOUGH....	Superintendent.
C. B. & Q. R. R.....	W. B. THROOP.....	Superintendent.

VISITOR: J. W. Higgins, Superintendent Illinois Central.

The September minutes were approved as printed.

Chairman: Our first subject is a discussion of Mr. Armstrong's paper on "Water Supply," but as he is absent, unless some one cares to speak on the subject, we will pass it for the present.

Chairman: Our next is paper by Mr. Bickell.

Secretary: I have not heard from Mr. Bickell.

Chairman: Our next subject for discussion mentioned is "Should headlights on switch engines working on lead tracks in yards be covered?"

Mr. McKeen: That matter came up at Decatur in connection with the Illinois Central's Diamond Special. The Vandalia have yards off the Illinois Central tracks three quarters of a mile west of the I. C. yards. The Diamond Special is a fast train, and in passing the Vandalia yards the question came up as to whether the engine standing on the lead track should have its headlight covered. We should like to hear the opinion of the members and their practice.

Mr. Greenough: The R. I. & P. do not cover headlights on switch engines.

Mr. Boomer: The L. E. & W. do not. We have no occasion to do so.

Chairman: Have you any yards where fast trains pass?

Mr. Boomer: No. Our trains are due to stop at all stations.

Mr. Higgins: We do not cover headlights on switch engines.

Chairman: Do any of you have switch engines carry signals?

Mr. McKeen: The Vandalia switch engines carry classification signals.

Mr. Bell: We do not carry signals on our switch engines.

Chairman: Do you cover your headlights?

Mr. Bell: We do not.

Chairman: I should think it would depend on the location where the switch engine may be working. On our line we do not cover headlights on switching engines, but I think at outlying points where fast trains pass it might be a desirable thing to do, without having any general rule to cover it.

Mr. McKeen: The idea was to get the opinion of the members and see if anybody could bring up any good objection, or, on the contrary, any reason why we *should* cover.

Mr. Higgins: The conditions there are these: The Vandalia switch with a road engine at the north end of their yard, three quarters of a mile from the station, frequently using the lead. Our train comes in under full speed, and on account of the Vandalia engine being a road engine our engineer is not able to tell whether it is a regular train on a passing track, or a yard engine doing switching. It occurred to our engineer that he might find two trains, one blocking the passing track, and another in the rear, and the question arose whether, when a regular train was due, the switch engine should not cover its light.

Mr. Campbell: One yard-limit board covers both the I. C. and Vandalia yards.

Mr. McKeen: If engineer had an order to meet a regular train he might think this road engine doing switching was that train.

Mr. Campbell: Our rules require yard engines to carry green signals on the rear, but the question raised was in approaching the yards they could only see the headlight of the engine.

Chairman: The only objection I see is that the headlight obscures the full view of other signals. I have run an engine a good deal myself, and I know that it is an awful annoyance.

Mr. Higgins: We have a rule that all trains must be under control in yard limits. This, of course, does not apply to first-class trains. There are a number of switches between the point where this Vandalia engine is found and the station where our train stops three quarters of a mile beyond.

Chairman: I do not see that carrying signals on switch engines would affect the safety of trains.

Mr. McKeen: I move the matter be laid over till the next meeting and be brought up again.

Seconded and carried.

Chairman: At the request of the President I have brought some papers along regarding a subject which is quite a favorite

with me, and doubtless everybody else engaged in railroad transportation, if Mr. McKeen will kindly take the Chair.

(Mr. McKeen in the Chair.)

Mr. Throop: The question of economy in fuel consumption is one I have been paying particular attention to, and doubtless the rest of you have also. We are gradually improving, but are a long ways yet from perfection. We're all familiar with the tonnage basis. I do not believe we do more than approximate the correct resistance. No two cars have the same resistance over the same piece of track; the wind is an important factor; the trucks out of square; wide and narrow gauge, etc. Several months ago I made a comparison of the coal consumed on fifty trains on our main line between Chicago and Galesburg. The freight department of all roads never seem to think that it costs any more to run a train fifty miles an hour than it does ten to twenty miles. I have taken the entire amount of coal consumed and the time it took to make the run, deducting the time standing still or on side tracks. This diagram (presenting diagram) gives a graphical representation, and has four features, represented by black, red, green, and yellow lines. 1st. Tonnage hauled. 2d. Total coal consumed. 3d. Hours in making the trip. 4th. Pounds of coal per ton per mile. Decreasing the speed decreases the pounds of coal per ton. Increasing the speed, the pounds of coal per ton rises correspondingly. It took 10 lbs. per ton to pull one train; another with double the tonnage cut the coal consumption down to  $7\frac{1}{2}$  lbs. per ton per trip. Across the top are the names of the enginemen. There ought to be a uniform variation between the trains. We ought to assume that our engines of the same capacity and men are all alike. If not, we should look for a remedy. This diagram is a good way to study that feature. When displayed in this way it brings to the eye more forcibly than any other way. A drop down on the line showing speed will show an up grade on the line denoting coal consumed. Another interesting feature is to note the variation in coal consumed going east or west over the same track, where difference of elevation exists. Such of

you gentlemen who were at Detroit heard the question of wind resistance discussed. I looked into that matter far enough to find that it was utterly impracticable to figure on it, and I firmly believe we will never arrive at anything near the actual train resistance until we have a dynamometer to register the actual draw-bar resistance, when an engineer can look around and see just how much he is pulling, the same as he now looks at his steam gauge for steam pressure. I have presented these statistics not with any idea of their being a good showing, but rather to show what ought to be. I think we ought to urge upon our mechanical men the necessity of dynamometers for measuring train resistance as a means of saving in the consumption of fuel and the use of lubricants as well. Our tonnage system is a poor approximation at best. I have endeavored to choose for these statistics fifty trains of average size, and the results show there is entirely too much difference between different trains and different men, and this should be a strong incentive for us to endeavor to reduce that difference and make every man as good as every other man on an engine. Dynamometer measurement is the only thing that will ever demonstrate the inequalities.

(Mr. Throop in the Chair.)

Chairman: Is there anything further, if not, the Car Service meeting comes directly after this, and a motion to adjourn is in order.

Mr. Rearden: I am sorry to see in the minutes of the last meeting that it was decided to drop the matter of drayage on cars at terminals, especially at Peoria, where it was shown that great abuse of tenant lines and other roads' cars existed between the industries. Someone made a motion to drop the matter.

It is still grinding at St. Louis, and is going through. The Car Accountants, at their Convention this year at New Orleans, appointed a committee to investigate and report. I saw a communication from them about handling equipment that way at St. Louis and Peoria, and they are very active in finding out

it is being done, and some plan to remedy the matter. It is

a big thing at St. Louis, and, as was shown by the report here last month, it is a big thing in Peoria. Somebody will hit upon a plan some day that will correct it, and we will get some money out of the use of our equipment if we adopt it. The traffic department do not claim they will be hard to handle in this connection. During the last month I have had a conversation with half a dozen general freight agents and traffic men, and mentioned this matter to them. I think the fact that the Interstate Commerce Commissioner's recent hearing of the complaints of warehouse men, wherein 52 roads were charged with furnishing warehouse privileges to shippers, has had much to do with having the traffic men ease off and not do so much to knock out Car Service and the rental for the use of our equipment. Within the last month at Kansas City, Chicago, St. Louis, and Louisville, sessions of the Interstate Commerce Commission have been held to hear complaints of warehouse men for furnishing storage for freight after arrival at destination. This is done at points where there is no Car Service Association, and freight is allowed to stand in cars indefinitely. It has created quite a stir, and forcibly impresses the importance of Car Service at all points, and is a telling argument in favor of transportation men to help them refute, I do not mean to say the efforts of the traffic department to tie up cars, but rather to refute the custom they have of arguing for and relieving shippers when cars are delayed. In the last 60 days there has been a great demand for cars, more than for four or five years. I know our traffic department have made me uneasy day and night to furnish equipment for our business. They can hardly go against us on Car Service or this drayage business if they expect to move the freight. If a company handles a car from North Peoria to South Peoria, and it ties up a car one day or one month, we are just as much entitled to remuneration for that car as we are for a load which comes off the road. There is money invested, and while we are deprived of that car used as a dray we could be using it for business that would bring us revenue. It is a matter we can not afford to lose sight of.

Mr. Huntington: Is there any data as to this abuse at Peoria?

Secretary: Yes, sir, the last proceedings give the statistics.

Mr. Rearden: (Reading) For the month of January last, 207 cars were used as drays, being loaded at one industry and unloaded at another in the city. For February, 130 cars. During May (since the elevator fires), 89 cars.

Mr. Huntington: Is there anything to show upon whose authority these cars are used?

Secretary: It was stated in the discussion that no agent would refuse to allow the use of ten or more of their cars, should an industry request it, for fear of losing business from the concern.

Chairman: Do you, Mr. Rearden, want to introduce a resolution on the subject?

Mr. Rearden: Not today.

Adjourned 11:25 a. m.

W. B. THROOP,  
Chairman *pro tem*.

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

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**Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, October 8, 1897.**

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Meeting called to order at 11:20 a. m., with President  
Besler in the chair.

The following representatives were present:

M. K. & T. Ry.....	MR. A. T. PERKINS.
B. & O. S. W. Ry.....	MR. H. C. BARNARD.....Supt.
“ “	.....MR. I. L. BURLINGAME..Trainmaster.
C. B. & Q. R. R.....	MR. J. D. BESLER.....Gen. Supt.
“ “	.....MR. W. G. BESLER.....Supt.
St. L. C. & St. P.....	MR. D. C. FREDERICK...Car Ser. Agt.
St. L. K. & N.W. R. R.	MR. H. MILLER.....Ass't Supt.
“ “	MR. A. T. PERKINS.....Term. Supt.
L. & N. R. R.....	MR. W. S. MCCHESENEY, JR., “
Terminal R. R. Ass'n...	MR. EDW. DUNLOP.....Supt.
“ “	...MR. F. X. ROEDERER...Agent.
Missouri Pacific Ry....	MR. F. REARDEN.....Supt. M. P.
T. St. L. & K. C. R. R.	MR. L. T. WESTRICH ....Supt.
Wabash R. R.....	MR. J. A. HEETHER.....Trainmaster.
Wiggins Ferry Co.....	MR. J. J. BAULCH.....G. F. A.
St. L. Transfer Co.....	MR. W. G. BESLER.

VISITORS: H. P. Chesley, General Manager National Stock Yards, East St. Louis, Ill.; C. T. Jones, Superintendent National Stock Yards, East St. Louis, Ill.; J. S. Mills, Superintendent B. & O. S-W. R. R.; Chas. Waughop, Chief Joint Car Inspector; W. A. Prall, Manager Car Service.

#### **Reading of Minutes.**

President: As the minutes have been printed and distributed among the members, unless there are objections we will dispense with their reading.

#### **Unfinished Business.**

President: We have with us today Messrs. Rearden and Waughop, as a Committee from the Joint Inspection Association, and who have a report upon the subject referred to that Association.

Mr. Rearden: At the last meeting of your Association there was a communication presented from your honorable body asking for a change in our present Rule No. 8; asking certain modifications in same—that it be changed to affect the interchange of empty as well as loaded cars.

This rule at present reads:

It is agreed, that when trains are delivered on the Receiving Tracks of any of the companies, no loaded cars shall be set back to the delivering road, no matter what may be the condition of the car, except by order of the Chief Joint Inspector, or assistants. If necessary repairs can be made to the car, while under load, to render it safe to run, such repairs shall be made by the receiving company, if ordered by the Chief Joint Inspectors, or assistants, who shall furnish an M. C. B. Defect Card covering such necessary repairs. If a loaded car can not be put in safe condition to run within 24 hours, while under load, it shall be returned on an order from the Chief Joint Inspectors, or assistants, unless satisfactory arrangements can be made with the Traffic Department to transfer, and after the load is transferred, car shall be returned to the company delivering it in bad order.

This rule, I understand, was made in the interest of the Transportation Department in order to facilitate the handling of business and avoid delays. The matter of empty cars was not considered.

When the matter was presented before our Association it was decided that the Executive Committee should have a meeting and, if possible, meet with you here. The Committee had a meeting yesterday, and I regret to say that Messrs. Martin and Townsend are unable to be here today. Mr. Waughop and myself are here to represent them. They were decidedly opposed to the change requested by this Association for the following reasons:

Under the existing conditions there is no road belonging to this Association that refuses to accept its own empties. In the event of the acceptance of empties indiscriminately conditions arise at once that make it very burdensome, particularly to the Mechanical Department.

If forty or fifty empty cars are offered to the Missouri Pacific, some of these cars may need repairs; the Master Car Builders' Rules are very rigid; we are not allowed to make wrong repairs; if we do so, we are responsible to the owners of the car; the car may be a foreign one, and we may be compelled to send all the way to car-owners for proper material; the standard for a damaged car may not agree with the standard we use, and the car is compelled to remain on our track until the material for the repairs arrives, thus causing serious detention to same. We have one or two cases pending at the present time where cars of a certain road have been offered to us and do not conform to the clearances, etc, prescribed by the U. S. laws and rules, and if we were to allow those cars to go out on the road we would have to be responsible.

Now, under Rule 8, if changed, we would have to receive those cars, subject to the decision of the agent and not the Chief Joint Inspector.

The change asked would necessitate the employment of all the way from two to seven percent more labor in making these

necessary repairs; that is, in car repairers and inspectors. In addition to this, it will be necessary to increase the clerical force account of the large amount of additional correspondence arising from this change.

I will say, therefore, that we can not see our way clear to accept your proposition, and would suggest as a substitute the following:

St. Louis, Mo., October 7, 1897.

The Executive Committee of the Joint Car Inspection Association at a meeting held this date at the Union Station for the purpose of considering changes in Rule No. 8 of the Joint Inspection Agreement, as recommended by the Superintendents' Association, and recommend that the following be adopted in lieu of the recommendation of the Superintendents:

All empty cars destined to any line for loading, the agents of the delivering line shall be instructed to place such cars on siding in their respective yards. Agent of the delivering line to notify the Chief Joint Car Inspector of the location and number of cars for loading. The Chief Joint Inspector will send a receiving line inspector to inspect and receive or reject such cars in the delivering line's yard. The expense of such inspection to be equally borne by the delivering line, the switching line, if any, and the receiving line on the wheelage basis.

(Signed) JOSEPH TOWNSEND, Chairman,  
FRANK REARDEN,  
M. M. MARTIN,  
Executive Committee.

The object of this is for the purpose of avoiding the expense of unnecessary transfer across the river. If this change was made in this manner, the cars would be subject entirely to the decision of the Chief Joint Inspector, and to that of the agent, avoiding conflict with the M. C. B. Rules. Perhaps Mr. Waughop could go into the matter more in detail.

Mr. Waughop: I believe that Mr. Rearden has covered about every point, with but one exception, and that is, that

should the proposition be adopted, I do not see that it would relieve the situation a particle, as it would be necessary for the Chief Joint Inspector to consider the conditions of the line receiving the cars, and the chances are that the Joint Inspector would reject many more cars than the road inspector.

President: It seems that we have run up against the M. C. B. Rules. You will perhaps remember that I asked at one of our previous meetings if we should not incorporate in these rules the sentence "Be received under M. C. B. Rules," but I believe Mr. Gray illustrated how the matter was handled in Chicago, and said in this connection that no one would think of handling cars in any other manner than according to the M. C. B. Rules.

Mr. Perkins: The Committee from the Joint Inspection Association has taken this matter up in a little different light than which it was taken by the Committee on Interchange of empty cars. We did not take into consideration the question of cars "delivered for return loading," but of cars delivered for home movement, as brought out at the various meetings of this Association when the Committee made its reports. The point made by Mr. Rearden is in regard to cars delivered for return load. That particular aspect of the case was probably not entered into by our Committee as thoroughly as it should have been.

The main point that brought out the recommendation for the change in Rule 8 was the acceptance by lines of empties that actually belonged to it until such time as they could be passed on by the Joint Inspector. This matter of the delivery of large numbers of empty cars for return loading is a point that perhaps ought to be considered further.

The recommendation to place such cars on certain tracks would certainly result in considerable extra switching.

Mr. Rearden: That part of the rules to which we object is No. 3: The Joint Inspector in this is not called upon in any way, but the cars are to be subject to the orders of the agent, in whom is vested the entire authority. By this the cars are

greatly delayed, as by the time the agents ascertain the condition of the cars a great deal of time is wasted. The Joint Inspector is not consulted as he should be, and in the event of the acceptance of this the Joint Inspector would call on us for a larger force of men.

Perhaps, as Mr. Perkins says, the gentlemen did not sufficiently consider this feature of the case; we are now working under the M. C. B. Rules, and we can not make any rule contrary to them.

Mr. Perkins: In regard to Rule 3, and the objection to same, would say that this rule was not intended to cover the matter of inspection of cars and their acceptance by the inspectors, as governed in the M. C. B. Rules, or Joint Inspection Agreement. If it had been, the other recommendation would not have been made. This rule is merely to cover the transportation features of the case, and the recommendation in regard to Rule 8 was merely made to go in connection with this Rule 3.

President: The Association will remember that these rules are the result of a visit made to our meeting by a Mr. Beecham, of Chicago, and who wished to introduce at this and other terminals the rules that have been adopted and followed at Chicago for the interchange of empty cars.

We have with us today Mr. J. D. Besler, General Superintendent of the C. B. & Q. at Chicago, and I would ask that he outline the matter as handled at Chicago.

Mr. Besler: This question came up in the same manner at Chicago. I took the position that cars could only be received according to the M. C. B. Rules, and that cars not acceptable according to these rules must be rejected.

Mr. Rearden: That is the position we have taken, and therefore the authority is vested in the Joint Inspectors, but as the rule reads we interpreted it.

Mr. Baulch: I would like to ask if the terms contained in Mr. Rearden's substitute have not been complied with within the last thirty or sixty days.

Mr. Waughop: They have generally.

Mr. Baulch: We were picked up a few days ago on some new cars to be delivered to the Missouri Pacific for grain loading, and which had to be returned across the river.

Mr. Rearden: I believe that any interference with Rule No. 8 would work a hardship upon the lines interested.

President: I believe that our best plan would be to refer this matter to the Committee who formulated the rules, and ask them to meet with this Executive Committee of the Joint Inspection Association and prepare a report, to be handed in at our next meeting. We can then act upon it with a better understanding.

Mr. McChesney: I move that the question be referred back to the Committee who had this question in charge, to confer with the Executive Committee of the Joint Inspection Association and report back at our next meeting.

Seconded. Carried.

President: That Committee was composed of Messrs. Perkins, Dunlop, and Adams, and they will please be governed accordingly.

Mr. Dunlop: Are the rules to be suspended until this report or question is decided?

President: Not as I understand it.

Mr. Dunlop: Then, for the Terminal Railroad Association, I would like to serve notice that we would like to be relieved from compliance with that part of the rules which refers to the carding of cars; we find that no attempt has been made by the other lines to card their cars, and with those lines that have not entered the agreement it is a little too burdensome on us.

Mr. Perkins: Several of the lines' cards have been somewhat delayed in coming from the printers, and they were not supplied until this week, and so were unable to put that part of the rules into effect. The difficulty will be over in a few days when the other lines receive their cards.

Mr. Baulch: I regret very much the action just taken by Superintendent Dunlop of the Terminal Association. I heard Mr. Perkins' assertions that the carding has not yet been com-

menced. I had read in the proceedings prior to coming here this a. m. Mr. Beecham's remarks at Columbus, where he stated that his methods had been applied to St. Louis, and all friction and all trouble had been eliminated, and I had thought that as good scholars as a rule receive medals, that this was an exceptionally good case, and that the lesson had been exceptionally well learned, and that this Division should vote itself a very large-sized medal.

President: It occurs to me that this carding is one of the most important parts of the rules.

Mr. Baulch: I would like to ask Mr. Dunlop if they have experienced any trouble.

Mr. Dunlop: I would like to read a communication from Mr. F. X. Roederer, our Joint Freight Agent.

"Referring to the resolution adopted by the Superintendents' Association relative to the placing of home route cards on foreign cars, I desire to report that, as per instructions, I had cards printed and commenced placing them on cars October 1, aiming to do the work that would naturally fall on us owing to the fact that the Missouri Pacific, Iron Mountain, Mobile & Ohio, Toledo, St. Louis & Kansas City, and Vandalia lines did not enter into the agreement. The fact that these lines did not come in, I felt satisfied, would make it very burdensome on us; would either cause additional expense in the way of extra help or delay to our yard crews before we could turn cars over to them to switch. I, however, endeavored to overcome this, but found it absolutely impossible with my force to overcome the fact that not a single one of the lines in the agreement are carding the cars. I made inquiry yesterday evening (which was the 4th) as to why they were not doing this, and the agents advised me that, while they had instructions to card the cars, they did not have the cards. This throws an immense volume of work on us, and I was compelled to discontinue our attempt to make up for the shortcomings of others, and commencing today (5th), I am not placing the cards on cars, and will not do so until further instructed by you."

Mr. Dunlop: There would be no objection on our part to follow the rules if they are adopted by all the lines.

Mr. McChesney: It seems to me that to make our plan a success it is necessary that we should all act together, and I do not see how we can undertake to card the cars with some of the lines out of the agreement. The result would be that if we undertook to carry the arrangements through under the existing circumstances, I am fearful that it would be a failure, and it would be much better if we could work together, but there seems to be some question as to the rules governing inspection, and that question has been referred back to the Committee.

Under the notice just given by Mr. Dunlop it seems to me that it would be better if we would defer until some future date, or until we have acted upon the Committee's report, the taking effect or working of the rules; then have the rules adopted by all the lines at the same time.

I move that that part of the rules as refers to the carding of cars be deferred until a future date to be determined later.

Seconded. Carried.

President: The Secretary will notify all lines concerned in accordance with this resolution.

#### **New Business.**

President: We have with us today Mr. H. P. Chesley, General Manager of the National Stock Yards, East St. Louis, Ill., from whom we would be glad to hear.

Mr. Chesley: I am under obligations to your President, gentlemen, for his kind invitation to be here with you today, and appreciate very much what I have heard discussed, as the subjects are beneficial to all.

I am also indebted to your President for an invitation to join the Association, and unless the rules of the Association would conflict with our interests I should be only too glad to accept of your courtesy and become a member of the Association, as it would seem to be that our interests are mutual and that our associations should be beneficial to the interests we represent.

President: We will accordingly notify our members through the minutes of this meeting of this application of the St. Louis National Stock Yards for membership, and it will be acted upon at our next meeting.

President: In accordance with notice issued by our Secretary, we have some topics today for discussion. These topics are among those which come up in the every day railroad practice of every member, and on which we have reason to expect a variety of opinions and practice. The object in bringing up such matters for discussion is that we may compare notes, and, by learning from the practice of others, discover if our own methods are as good as might be, and add to our stock of information on the subject whatever we are able from the facts brought out by such discussions among practical men.

Our first topic is "How can we reduce the sliding of wheels in passenger and freight service, and can any action be taken to avoid the loss of slid flat wheels, which, under the present general practice, are scrapped?"

I presume that most companies represented here purchase their wheels under a guarantee for certain mileage, but if these wheels are destroyed by being slid by enginemen in making stops with the air brake, or by trainmen account sliding wheels by setting the hand brakes too tightly, of course this guarantee is lost. There comes naturally into this discussion the question of leverages on the brake apparatus, and faulty air brake apparatus, which is faulty because it is not being properly maintained.

Finally we come to the question of the wheels themselves, which have been ruined by being slid. Under the M. C. B. Rules wheels must be removed if spots are over  $2\frac{1}{2}$  inches.

Some companies are using a machine to grind out flat spots in wheels. Other companies remove wheels from passenger equipment and place them under freight equipment, where spots are not too long. What experience have members present had with these practices?

I presume that most of our members have noticed the com-

several questions regarding the use of the air brake instructions in regard to the same, which has been the proceedings of the last M. C. B. Convention. I would say that if every employee understood fully what is required in those instructions a large percentage of our trouble would disappear. Let us first consider what can be done to reduce the sliding of wheels.

Mr. Dunlop: With reference to the sliding of wheels we depend upon a number of the lines to look after their brake appliances, and those for whom we look after this business we are responsible to when we flatten wheels in moving over our tracks. It is a matter that our Master Mechanic looks after, and I can not say very much in regard to it, but in regard to freight cars we prohibit our men from using a club, and give them instructions in regard to not sliding wheels.

Mr. Westrich: I do not know that I could add much to what Mr. Dunlop has said: we watch the matter and have no rule generally. The matter is handled by disciplining the men at fault whenever we can locate the guilty party. We avoid the use of clubs in the application of brakes.

Mr. Mills: We have had considerable trouble in the sliding of wheels at times. It is largely due to air brakes, but on hand brakes we seldom have a case. I think now we have almost entirely overcome the difficulty, instructing our engineers particularly in the use of air.

Mr. Barnard: Mr. Mills has about stated the case, except that we have not done away with the use of clubs; they are used to a certain limited extent. We have issued instructions to conductors to report slid flat wheels, and if they fail they will be held responsible, but I am afraid that this rule is not being lived up to quite as much as it should be. Considerable of the trouble is attributable to the fact that the air brakes are not properly attended to, and I do not believe that enough interest has been shown in this direction.

Mr. Heether: Our instructions are directly to the engineers to control the air; to carry a certain pressure, and to sand the

rail before applying brakes. Our men are not prohibited from using clubs, as on some of the cars we handle, it would be impossible to set the brakes tight enough by hand to hold them. Instructions to freight men are that they must report all bad order air brake cars by wire to my office.

President: As already stated, the object of this discussion is to bring out what is the general practice, and whether we are safe in following some particular feature which we may employ. Thus we find that some lines object to the use of a club, while other lines allow it within certain limits. I am informed that on certain eastern coal roads the brakemen are furnished with an iron rod, which has a hook on the end to engage the brake-staff, and which is used to tighten up the brake to its proper limit. I have always contended that it was not so much the *use* of the club as its *misuse*, which was the objection to it, and that under certain conditions a club might be properly employed. Some trainmen might be furnished with clubs and they would never do any damage or slide wheels, while others, either because of inexperience or faulty judgment, would ruin a great many wheels by sliding. I presume that those lines which can follow the matter up closely might say that the use of clubs is not prohibited, but that any sliding of wheels because of their use will meet with prompt punishment. This might be proper practice under such conditions.

The second part of this question, which is, what shall be done with wheels which have been slid flat, is one which might have been better answered if we had a larger representation of the Mechanical Department here today, as perhaps that question comes more directly in their hands.

Mr. Rearden: The matter of slid flat wheels is one of more importance to the railroad companies than they, as a rule, appreciate. If it could be understood for one moment the amount of money that is wasted every year through the carelessness of men in handling the brakes, and through neglect to properly maintain the air brake apparatus on their equipment, there would be no hesitancy in spending a few dollars for improvements in this direction.

In regard to slid wheels on freight trains, the question of use of clubs has been introduced here. I have been on railroads where it was considered "murder in the first degree" to use a club, yet I have sat with the Superintendent or Trainmaster and seen the trainmen go out and use their clubs with never a word being said to them concerning it. The trouble is it is next to impossible to expect the brakemen to exercise the proper amount of caution in their use, if allowed to use them at all.

When I first came to the Missouri Pacific System I found there was an enormous amount of slid flat wheels in the passenger service, and at once took measures to overcome this tremendous waste. By putting on a few more inspectors and giving the matter the closest attention, both with the enginemen and the apparatus, we succeeded in reducing this matter to a comparatively small number of damaged wheels.

We give our train and enginemen as much instruction as possible in regard to the use of the air brake, but occasionally a freight engineman is used on a passenger train, and, as he is not as familiar with the use of the air brake in passenger service as a regular passenger man, we have perhaps some trouble from this source. We also find some trouble in regard to engineers keeping too high a pressure of air in the train pipe, they thinking that the greater the pressure the quicker you can stop the train, and of course this practice often results in the sliding of wheels. Then, again, we have found cases where the hand brakes have been set up. In every case where the trainmen are concerned we report the same to the General Superintendent and it receives immediate attention. In the case of enginemen, we handle the matter ourselves and inflict whatever punishment the case warrants.

In the matter of properly maintaining the air brake apparatus, we can not expect to secure men at the salaries we are allowed to pay who on their honor will do the work as it should be done, and the result finds itself manifest in the uncleaned triple valves, etc., etc. Under M. C. B. Rules a triple valve must be thoroughly cleaned at least once in each twelve months.

It is so easy for such men to stencil a triple valve and mark it cleaned on such and such a date. Of course we can not go back of such marking, and then the first thing you know you have some trouble and a lot of ruined wheels; and, on taking down the valve marked clean, you find it in bad condition and the cause of your trouble; there is no doubt but that this practice is followed to a considerable extent, and as long as such a condition of affairs lasts we may expect just such trouble.

I do not believe that there are a sufficient number of air plants at which air brake apparatus can be properly tested and maintained. How many air plants are there about the various yards of the lines running into St. Louis and East St. Louis? And, again, the Transportation Department, with their demand that cars be rushed forward, makes it a difficult matter to properly test and get in order an air brake car which may be working poorly.

With steel tired wheels, which we use to quite an extent in our passenger equipment, if wheels are slid and a spot formed to exceed  $1\frac{1}{2}$  inches the wheels are removed and turned. With cast wheels, if slid flat to exceed  $2\frac{1}{2}$  inches the wheels are scrapped, which is the general practice.

President: I am sure that we are very much obliged to you for this talk.

There are still several other topics for discussion, but as it is our regular time for adjourning I presume we can let them go over until our next meeting, and, unless someone has something to suggest or bring before this meeting, a motion to adjourn will be in order.

Upon motion the meeting here adjourned, 12:30 p. m.

W. G. BESLER,

President.

F. E. ANDERSON,

Secretary.

## KANSAS CITY DIVISION.

Proceedings of the Regular Monthly Meeting of the Kansas City Division Central Association of Railroad Officers, held at the Coates House, Kansas City, Mo., October 13, 1897.

Meeting was called to order at 2:15 p. m., by President Mitchell.

The representation was as follows:

A. T. & S. F. Ry.....	MR. J. W. STARR.....	Supt. Term'ls.
C. & A. R. R.....	MR. W. L. STEVENSON..	Trainmaster.
C. R. I. & P. Ry.....	MR. W. H. STILLWELL..	A. G. Supt.
“ “ .....	MR. C. W. JONES .....	Supt.
“ “ .....	MR. J. R. BLAIR.....	Trainmaster.
“ “ .....	MR. W. S. TINSMAN.....	Trainmaster.
K. C. F. S. & M. R. R..	MR. J. H. EMMERT.....	Supt.
“ “ .....	MR. H. S. MITCHELL ....	Div. Supt.
C. M. & St. P. R. R.....	(Not represented).	
M. K. & T. Ry.....	MR. C. WORTH .....	Trainmaster.
C. G. W. Ry.....	(Not represented).	
K. C. St. J. & C. B. R. R..	MR. E. G. FISH .....	Ass't Supt.
Mo. Pac. Ry.....	MR. C. E. CARSON.....	Supt. Term'ls.
Un. Pac. Ry.....	MR. G. N. CURTIS.....	Agent.
Wabash R. R.....	MR. JAS. LAUGHLIN.....	Trainmaster.
H. & St. J. R. R.....	MR. E. G. FISH.....	Ass't Supt.
K. C. N. W. R. R.....	MR. C. E. CARSON.	
K. C. Belt Ry.....	MR. D. W. RIDER.....	Supt.
K. C. P. & G. R. R.....	MR. J. J. SHEPHARD.....	Agent.
K. C. O. & S. Ry.....	MR. B. S. JOSSELYN.....	Gen'l Man.
Union Depot Co.....	MR. E. J. SANFORD .....	Supt.

VISITOR: Mr. J. R. Wentworth, Superintendent Car Service Missouri Pacific Ry.

President: If there is no objection the reading and approving of the records of the last meeting will be dispensed with, as the records have been printed and sent to all members of the Association.

Secretary: I wish to make a correction in the August proceedings. On page 41 I quoted Mr. Lawrence as saying, "We have seniority on the Rock Island." It should have read "We haven't seniority on the Rock Island."

President: With this correction, if there is no other objection, the records will stand approved as printed.

President: The first thing is unfinished business. At our August meeting there was a communication submitted by a Committee from our Local Freight Agents' Association, with reference to commodities that should be regarded as nontransferable. In order to bring the matter before this meeting in intelligible form, I will ask the Secretary to read the communication from the Local Agents' Association, and the discussion as printed in the August proceedings.

Secretary: (Reads from pages 38, 39, 40, and 41 of August proceedings.)

President: Gentlemen, the communication from the Local Freight Agents' Committee is now before the Association for action. What will you do with it?

Mr. Stillwell: The matter of transferring cars, as far as the Rock Island is concerned, is in the hands of our Car Service Agent at Chicago. There is one commodity mentioned, the matter of oil in barrels—the Rock Island will not transport oil in barrels in box cars, or anything that is explosive by evaporation; they are handled in stock cars.

We may have lots of cars and want to transfer some of the commodities mentioned in the list, but as I understand it if this is adopted it will be compulsory on our part to receive these cars and run them through.

President: That is not the case. As I understand it, these are commodities on which the delivering line can not demand transfer, but it is optional with the receiving line to transfer them or not.

Mr. Josselyn: With that explanation I move that the list of commodities to be regarded as nontransferable be adopted.

Mr. Stillwell: I second the motion.

Carried.

President: The only other unfinished business before this meeting is the question of increasing the pay of our Secretary, which was submitted to letter ballot at the August meeting and I will ask the Secretary to report the result of the ballot as far as it has gone.

Secretary: I have received votes from nine of the sixteen lines; of these seven are in favor of the resolution, two of which are provisional, and two are against.

President: Are any of those who have not voted prepared to vote? How about the Rock Island?

Mr. Stillwell: The Rock Island has instructions to vote "Yes," and I supposed the vote had been cast.

President: Wabash?

Mr. Laughlin: I have received no instructions.

President: K. C. St. J. & C. B. and Hannibal & St. Jo?

Mr. Fish: I submitted the matter but have received no instructions.

President: K. C. O. & S.?

Mr. Josselyn: I will vote "Yes."

President: M. K. & T.?

Mr. Worth: No instructions.

President: Union Pacific?

Mr. Curtis: No instructions.

President: As we have not heard from all the members, if it is agreeable to the meeting, we will defer a decision until the next meeting. In the meantime we will try and get those who have not voted to vote.

**Reading of Correspondence.**

The Secretary read the following letter from Superintendent Hobbs, of the Chicago, Rock Island & Pacific Ry.:

Horton, Kansas, October 3, 1897.

H. S. Mitchell, Esq.,

President Superintendents' Ass'n, Ft. Scott, Kas.

Dear Sir: On account of being transferred to the Iowa Division, this company, I shall be unable to again attend the Kansas City meetings.

I trust that Mr. C. W. Jones, my successor, will receive the same courteous treatment that has been extended to myself.

With best wishes for the Association and its members, I am,

Yours truly,

(Signed) W. M. HOBBS,  
Superintendent.

Regret was expressed at losing Mr. Hobbs, and the letter was ordered spread upon the minutes.

On motion of Mr. Josselyn, Mr. C. W. Jones, Superintendent, and Mr. W. S. Tinsman, Trainmaster of the C. R. I. & P. Ry., were elected as members of the Association.

President: If there is no new business it will be in order to proceed with the discussion of the subjects that were to have been discussed at the August meeting, but on account of meager attendance were deferred until the September meeting. There was no quorum in September, so the same subjects come up today.

The only questions that were discussed at the August meeting were: "What is the best rule to follow in making promotions in train and yard service," and "To what extent should seniority govern? What are the advantages and disadvantages of observing seniority?"

The next question is: "What examinations should brakemen be required to pass before being promoted."

I presume the idea is whether the examination of brakemen who are to be promoted is materially different from that of men who have previously had experience as conductors.

Mr. Josselyn: Our brakemen are previously examined on train rules, and before promoting them we further examine them on the making out of car reports, wheel reports, and such other reports as conductors are required to make, which brakemen are not. Our examinations are simply of a confirmatory character on standard train rules. Our examination of brakemen also covers train orders. It is conceded by the American Railway Association that it is very necessary for brakemen to be examined on train orders the same as conductors, and on some roads I know it is compulsory for conductors to exhibit their orders to brakemen. The same rule applies for engineers to show their orders to firemen.

Mr. Stillwell: We examine brakemen as Mr. Josselyn speaks of on car reports, tonnage reports, and everything of that kind, before they are promoted. We don't examine brakemen on train orders.

Mr. Stevenson: We don't examine brakemen on train orders. All conductors are submitted to the same examination, whether promoted or hired as conductors. Our rules are not standard, however.

Mr. Stillwell: If we should employ a conductor off another line, a new conductor, we would post him on these reports the same as brakemen being promoted. They all pass the same examination.

President: Do you think, Mr. Josselyn, that you could secure all the brakemen you wanted on a big road if you required them to pass the same examinations as conductors?

Mr. Josselyn: I would not make it compulsory, but I would find out what they knew. A brakeman may have to take charge of a train in case of an accident or something of that kind, and run it in over the hottest part of the road.

Mr. Stillwell: In that case we would put the train in charge of the engineer, unless there was a competent man on the train to take charge of it.

Mr. Josselyn: There doesn't seem to be any objection to it, and there is a great deal in favor of it, as far as my experience goes.

President: The next two questions, I think, can be discussed together. "From what class should passenger conductors be promoted, and what considerations should govern their selection? Should seniority be observed?" and "Should conductors have special training for passenger service?"

We are raising the seniority question again, but I think it is a little different with reference to passenger conductors than with reference to the promotion of brakemen to conductorships. While most of us, even if we are not governed by strict seniority rules in the promotion of freight brakemen, do try and observe a sort of seniority, other things being equal. But I think, generally speaking, it is a little bit different in making passenger conductors. I say this in explanation of the question, "Should seniority be observed?"

Mr. Laughlin: The seniority matter is very little observed in regard to promoting freight conductors to passenger conductors on the Wabash. If a man is familiar with the general rules and reports and shows a proper disposition in taking care of passengers, of even temper, with neat general appearance, he would get a passenger train ahead of some man who was not so well equipped who was an older man. Our best freight conductors are usually selected to do our extra passenger work, and if they prove to be men who show up all around in good shape, when there is a regular run they get it; but it is not always the oldest freight conductor that is selected to perform the extra passenger work.

Mr. Stillwell: Our system is similar to the Wabash. We have an agreement with our conductors that in case the Superintendent thinks a conductor is not a fit man for passenger service the Superintendent must tell him so, and tell him why, but it is left to the Superintendent.

President: The next question is "Are train collectors desirable?"

Mr. Laughlin: I don't think that should be discussed in a Superintendent's meeting.

Mr. Stillwell: We have had collectors on the last year, but they are not on all the trains. They will keep on one run for a week or possibly a month and then drop down onto some other run. What the results have been I can not say, as I have never seen any of the figures. I don't believe that anybody has expressed themselves as dissatisfied with the workings of any of our conductors by reason of the showing made with collectors.

President: We have never had any experience with collectors nor with the gate system, and I don't know whether collectors are necessary, but it does seem to me that the gate system is a good one. If the gate system accomplishes nothing else it must make money by keeping half fares from getting on without tickets and full fares from getting on with half fare tickets.

Mr. Stillwell: It also prevents people getting on and off while trains are in motion.

President: The next question is, "What is the experience with joint train baggagemen and express messengers?"

Mr. Stillwell: Our experience has been very satisfactory. All our men are joint. We pay half the wages and the express company half.

Mr. Josselyn: That is the plan on our line also.

Mr. Laughlin: It is the same on the Wabash.

Mr. Emmert: We have found it very satisfactory, but there are a few of our trains that we don't think it would work on. The express company agrees with us that it would be too much for one man. I think that where there is not too much business it ought to work very satisfactorily. It does on such trains as we have with the exception of Nos. 1 and 2. On those trains the express company think they could not handle it without as many men as there are now.

Mr. Stillwell: There are certain times when business is heavy that the express company puts on a helper who runs to the meeting point and doubles back. We do not share that expense.

President: The last question I think we ought to express our individual opinions on, even if they are not in accordance with what we are allowed to follow. "How serious offenses should be punished with less than dismissal when committed by employees whose previous service has been entirely satisfactory?"

Mr. Emmert: We had a case during the epidemic of head-enders where they didn't get together, but it was discovered by the brakeman reminding a passenger conductor that he had a meeting point at a certain place and had pulled by. The engineer had shown the order to the fireman and the conductor had shown it to the brakeman, but the brakeman was the only one who remembered it. The order was taken within five miles of the meeting point fixed by the order. This lapse of memory was on the part of two of the best men we had on the road, men who had been with us a long time. We discharged both the conductor and engineer, and it seemed to be about the only thing to do; but at the same time it does seem pretty hard that men who have worked for you twelve or fifteen years without making any mistakes to speak of and then forget an order, that they should not have another trial on your own road. In most cases these men go to some other road and are probably better for the experience. To my mind it is rather a difficult question. I sometimes think that the best way is to simply make no exceptions. I confess that I hate to punish with less than dismissal where they run by a board or forget an order. At the same time I know there are other roads that don't do it. We have not made any exceptions unless there were some extenuating circumstances.

Mr. Stevenson: The general effect on the standard of discipline is considered more than anything else.

Mr. Carson: There is no question but that a man is a better man for having made a mistake, and it is not likely that he will ever commit the same offense again. But the question is, can the company afford to keep him in the service? For other men working alongside of him will remark that so and so didn't

get discharged, and it may possibly make them more careless, where if they feel that they are sure to be discharged I believe they will exercise greater care. It is just like an engineer keeping water in his engine. He knows that he is eternally disgraced, and that he can't get another show if he burns his engine. I don't think the seriousness of an offense of that kind can hardly be overestimated.

Mr. Emmert: Notwithstanding all that, you take a man knowing what the result will be, yet at the same time he may disobey orders and never think of that.

President: Mr. Carson, I think you happen to know the man Mr. Emmert spoke of and know him to be a first-class man, and if you were hiring conductors on the Missouri Pacific you would probably hire that man.

Mr. Carson: Yes, I believe I would.

Mr. Stillwell: Take the case of our headend collision just the other side of Muncy. In all the newspaper reports the conductor's name was not mentioned at all. It was engineer Goodall in every paper publishing the reports throughout the United States. Do you think there is anyone that has read those reports that would hire that man? And yet he was a first-class engineer and a man loyal to the company's interests; a man that during the A. R. U. strike in Chicago volunteered to his Master Mechanic to go and fire an engine out on the road. He had never made a mistake in his life, and as nice and clean a man in every way as you ever saw. He had made a practice ever since he ran an engine of putting unexecuted orders in the front pocket of his overhauls, and as fast as they were executed he put them in his hip pocket. He had recently been brought here from Chicago, but he knew the road and had made thirteen trips on a passenger train and two on a freight. In 1888 he had fired on this same track.

Leaving Union Depot that night he was twenty-five minutes late and had an order to wait at Muncy until 8:50 for a stock train. He got to Rock Island Junction, and the order board was red. He got off and went into the office and there

were three freight trains waiting for him to get out and he was delaying them. The crews of these three trains were in the office and they were "joshing" backwards and forwards as trainmen do. They knew he had just come from Chicago, and that if he hadn't been there one of those three engineers would have been the one to get his engine. He signed orders making a meeting point at Muncy with the stock train. The conductor followed him in and signed the order. Some man in the room made the remark that he supposed if another Chicago man was here the whole road would be blocked. Goodall stuck the order in his pocket and walked out in a rage with the remark that he'd get to Topeka on time if he stayed on the track. After he got on the engine he went down to get the order out to read it over again because he hadn't finished it in the office on account of this remark. He took the order out and read it, and it was an order to wait at Muncy until 8:50, and he remarked to the fireman that they had given him the same order he got at Union Depot. He had got hold of the wrong order. It was just six minutes after that the collision occurred. What would you do in a case of that kind?

As far as the conductor was concerned, there are two curves, one on each side of Muncy, and two bluffs just the same length. They went through there so fast that he did not discover the one east of Muncy, and when they went around the one west he thought it was the one east. He hadn't overlooked his order.

President: I think in the conductor's case there were extenuating circumstances.

Mr. Stillwell: In the first place it has always been the practice to have an extra man, and if there was a vacancy for two or three weeks, to put him on that engine. If they had taken the oldest freight man and put him on that engine the accident would never have happened.

Mr. Laughlin: Suppose you had a flagman who had been in your employ for twelve or fifteen years, and you suddenly discovered he was drunk one day and you discharged him. Suppose that man takes the Keely cure and comes to you with

positive evidence that he has not drank a drop since that time, and you hire him back. Two or three months or weeks after that this man disregards a signal and you have a rearend collision; don't you know that people will say that he is the flag-man that was discharged for getting drunk, and make it appear that he was drunk when the accident happened?

President: We have in our service a dispatcher who one day ran an extra over a work train's limits without advising either train. The extra was a light engine, just out of the shop, and was being run to Olathe and back to limber her up. On the trip down to Olathe in his running orders he advised them to look out for the work train, but when they turned round to come back he just gave the extra running orders and didn't say anything about the work train. He simply overlooked it. The engineer on the light engine thought of it and called the dispatcher's attention to it, and nothing happened.

General Superintendent Fagan was advised of the matter and I told him that the dispatcher was a very good man and that it was my intention to let it go with a reprimand and make an entry on his record. Mr. Fagan came back and said that it was all right if I felt so, but that some day it might be very unpleasant for me to answer questions before a coroner's jury. We have that man yet.

Mr. Stillwell: There are some dispatchers that haven't made a mistake, but the majority of them have.

We had a case a few days ago where a local freight going east got an order to meet an extra at a certain station and went by. They were late and had lots of local work. The dispatcher discovered that they had gone by the meeting point and caught the extra at another station. It showed that he was keeping after his "O. S." reports and keeping track of where his trains were. The crew of the local were all good men, and we simply didn't give them twenty credit marks at the end of the year.

Mr. Emmert: I think the tendency is more and more each year not to dismiss in all cases of that kind, but there is a question in my mind whether it is for the best.

Mr. Stillwell: We will dismiss for drunkenness or willful violation of instructions. If a man knows he is expected to do certain work and won't do it, he ought to be discharged. We take into consideration a man's record, what kind of a man he is, everything of that kind. If a man is persistently careless he should be dismissed.

Take this Brown system. I think our Topeka yard, for the year ending October 1, made a most remarkable showing. We handled over 126,000 cars, and at the end of the year every man got twenty credit marks. All the men on the Division feel as proud of that as the Superintendent does, and they talk among themselves about it.

The following subject will be discussed at the November meeting:

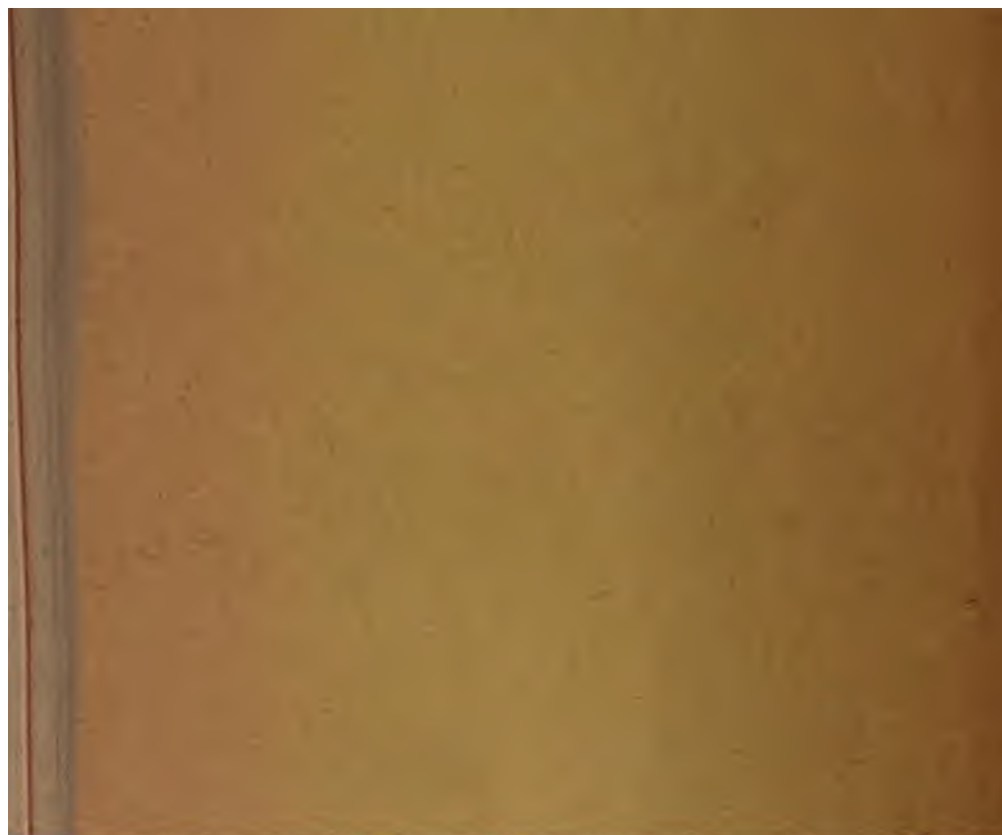
"The best means of effecting economy in the use of supplies by stations and trains."

There being no further business, the meeting adjourned until November 10, 1897.

H. S. MITCHELL,  
President.

B. H. GARRIGUES,  
Secretary.





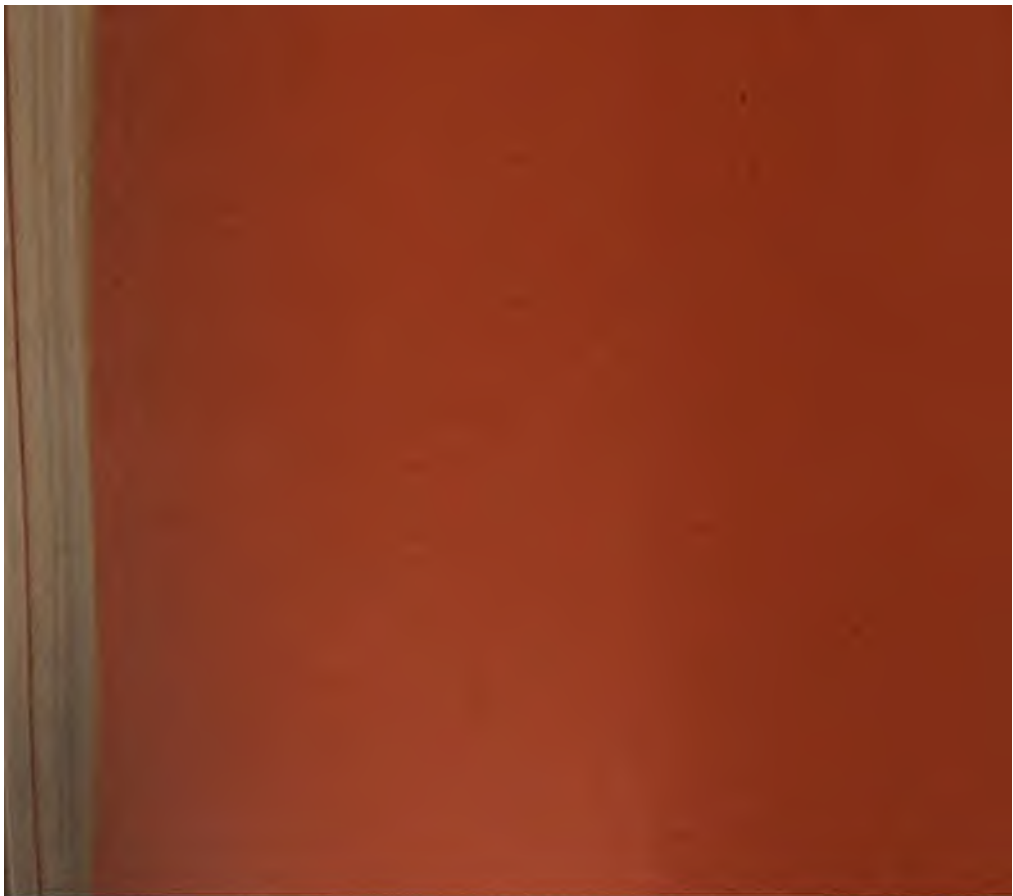
Central Association  
of  
**Railroad Officers**  
**Proceedings.**

November.

Cincinnati Division.	Toledo Division.
Indianapolis Division.	Peoria Division.
Columbus Division.	St. Louis Division.
Kansas City Division.	



1897.  
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CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.

NOVEMBER.

CINCINNATI DIVISION . . . . .	November 9th.
INDIANAPOLIS DIVISION . . . . .	November 6th.
COLUMBUS DIVISION . . . . .	November 10th.
TOLEDO DIVISION . . . . .	November 8th.
PEORIA DIVISION . . . . .	November 9th.
ST. LOUIS DIVISION . . . . .	November 12th.
KANSAS CITY DIVISION . . . . .	November 10th.



1897.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

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H. S. MITCHEL.....2d Vice-Prest.  
O. G. FETTER.....Secretary-Treasurer.

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H. S. MITCHEL.      F. L. TOMPKINS.      J. W. RILEY.

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.....	.....	Kansas City "

## CINCINNATI DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, November 9, 1897.

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Meeting called to order at 11:00 a. m., with President Leeds  
in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “ .....	MR. C. H. HOWARD.....	Supt.
“ “ .....	MR. C. C. RILEY .....	Supt. C. S.
“ “ .....	MR. E. R. SCOVILLE .....	T. M.
C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “ .....	MR. F. M. LAWLER.....	D. M. M.
“ “ .....	MR. MASON RICKETS.....	D. M. M.
C. H. & D. Ry.....	MR. R. B. TURNER .....	Gen. Supt.
“ “ .....	MR. A. GALLOWAY.....	Supt.
C. N. O. & T. P. Ry...	MR. J. P. MCCUEN .....	Supt. M. P.
C. & O. Ry.....	MR. W. T. SMITH.....	A. M. M.
L. & N. R. R.....	MR. C. A. DAVIES.....	Supt.
“ “ .....	MR. BRENT ARNOLD.....	Supt.
“ “ .....	MR. LEWIS HOOD.....	Supt.
“ “ .....	MR. PULASKI LEEDS.....	Supt. Mch'y.
“ “ .....	MR. WM. ADAIR .....	D. M. M.

VISITOR: Mr. J. M. Arnold, Agent C. N. O. & T. P. Ry.

On motion reading of the minutes of the previous meeting  
was dispensed with.

**Report of Standing Committee on Joint Car Inspection Relative to  
Refusal of L. & N. R. R. of M. S. S. Car 482.**

Secretary read report of the Standing Committee upon this subject as follows:

Cincinnati, Ohio, October 28, 1897.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held October 28, 1897, the matter of refusal of M. S. S. car 482 by the L. & N. R. R. was considered, and it was moved and carried "that it is the sense of the Standing Committee on Joint Car Inspection that, inasmuch as the draw bar of this car was 12 inches too high, the draw bar having been repaired by Mr. Fravel, member of the Standing Committee, it was impossible to lower draw bar to the standard height to meet the requirements of the law, and as the car was in transit the C. N. O. & T. P. Ry. assumed the responsibility of handling same, we can see no objections to their accepting it. Further, the Standing Committee would recommend to the Central Association of Railroad Officers, Cincinnati Division, that the Marion Steam Shovel Co., Marion, Ohio, be notified that railroads will not handle cars equipped with their draw bars that will not meet the requirements of the law."

Yours truly,

(Signed) F. M. LAWLER,

Chairman Standing Committee.

It was moved and carried "that the report and recommendation of the Standing Committee on Joint Car Inspection be adopted."

**Report of Standing Committee on Joint Car Inspection on Cars  
Containing Rubbish.**

Secretary read report of the Standing Committee upon this subject as follows:

Cincinnati, Ohio, October 28, 1897.

Mr. O. G. Fetter,  
Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held October 28, 1897, the following report was adopted relative to cleaning of cars containing rubbish before delivered to connecting line:

Resolved, That this Committee recommend to the Central Association of Railroad Officers, Cincinnati Division, that the delivering line should clean all cars containing rubbish before delivery is made to connecting line, with the exception of stock cars containing bedding.

Yours truly,  
(Signed) F. M. LAWLER,  
Chairman Standing Committee.

It was moved and carried "that the recommendation of the Standing Committee on Joint Car Inspection be adopted."

**Method of Handling Consignments in Connection with Consignees  
When Billed "To Order."**

Secretary stated that, as per instructions at the last meeting, he had taken this matter up with the local freight agents at Cincinnati and was in receipt of replies as follows:

Cincinnati, New Orleans & Texas Pacific Railway Co.

Cincinnati, Ohio, October 23, 1897.

Mr. O. G. Fetter,  
Secretary C. A. R. R. O.

Dear Sir: Allowing inspection of shipments to Order notify. Your circular letter of October 16. I beg to say in reply that unless there are very good reasons for not doing so, when special request is made by party holding the B. L. for O. N. shipment, this Company gives permission to the party to inspect the prop-

erty, provided there is no clause on billing or B. L. to the effect that inspection of property before delivery is not permitted.

Yours truly,

(Signed) J. M. ARNOLD,  
Agent.

Louisville & Nashville Railroad Co.

Cincinnati, Ohio, October 21, 1897.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.

Dear Sir: Replying to your favor of October 16, with reference to permitting examination of freight that is consigned to order notify.

This matter was referred to our chief attorney some time since and he rules that consignee had the right to examine freight before paying draft.

Since that time we have been permitting inspection of carload freight and less than carload when it was of such a nature that it would not be damaged by the opening of the packages.

Respectfully,

(Signed) W. W. ALEXANDER,  
Agent.

Cincinnati, Hamilton & Dayton Railway Co.

Cincinnati, Ohio, October 19, 1897.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.

Dear Sir: Replying to your circular letter of the 16th inst., will advise that the Grain Inspectors are permitted to take samples from all cars of grain and hay when billed to order notify. On all other freight, when billed to order of shipper with party to be notified, we permit the party to be notified the permission of sample or inspection of the contents. No other person is allowed to inspect the goods. It is customary on all

fruit from California for the billing agent to show on his billing to us "Permit Inspection."

Yours very truly,

(Signed) C. E. FISH, JR.,  
Agent.

Chesapeake & Ohio Railway Co.

Cincinnati, Ohio, October 19, 1897.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.

Dear Sir: Referring to your circular letter of the 16th, regarding the handling of shipments billed "To Order," beg to advise that it is customary with us to allow the consignee, or his representative, to examine freight so billed, but we do not allow them to break the packages. No order is required from the shipper for this privilege.

Yours truly,

(Signed) J. T. EARLE,  
Agent.

The Pittsburg, Cincinnati, Chicago & St. Louis Railway Co.

Cincinnati, Ohio, October 18, 1897.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.

Dear Sir: It is not customary to permit the examination of freight billed to order notify, yet you understand that it would be impossible for us to prevent this inspection, especially on shipments of grain, as all grain is properly inspected before being received by consignees. Potatoes and other carload bulk freight is placed in our delivery yards where we endeavor to protect the shipments as much as possible. You understand all of our regular customers have a complete knowledge of yard deliveries, and can see this class of freight without getting any instructions or assistance from us. We do not permit the inspection of any freight that is received in our depots. If any freight is inspected, except when so noted on billing, it is done

by consignees without our permission and at such a time when our delivery clerks are not present to prevent it.

Yours truly,

(Signed) WM. MCCALLISTER,  
Agent.

The Cleveland, Cincinnati, Chicago & St. Louis Railway Co.  
Cincinnati, Ohio, October 18, 1897.

Mr. O. G. Fetter,  
Secretary C. A. R. R. O.

Dear Sir: Replying to yours of October 16, as regards the custom at Cincinnati in regard to permitting examination of freight received billed "To Order," beg to state, as far as this line is concerned, we permit examination of property so billed, under ruling of our general counsel, as follows:

"Consignee is entitled to an opportunity to inspect the goods, and this opportunity the carrier is bound to afford him, even if it may have instructions not to deliver them until they are paid for. The carriers may even permit the consignee, upon depositing the charges on the goods, to take them away, with the understanding that in case they do not correspond with the character of the goods ordered by him he may return them and take back his money." Hutchinson on Carriers, Section 393.

As far as examination is concerned, we restrict this privilege to the party as shown on billing as the one to be notified on arrival. It sometimes happens that party to notify does not show on the billing, and in that case we only allow inspection on proof that the party who desires to inspect it is some one interested in the shipper, either as an agent or a buyer, and in such cases they generally have a wire, letter, invoice, etc., from shipper to that effect.

Yours truly,

(Signed) GEO. METZGER,  
Agent.

The Baltimore & Ohio Southwestern Railway Co.

Cincinnati, Ohio, October 18, 1897.

Mr. O. G. Fetter,

Secretary C. A. R. R. O.

Dear Sir: Referring to your circular of October 16, in reference to custom at Cincinnati regarding examination of freight billed to order, I would state that our instructions are to allow inspection of perishable freight without the presentation of original B. L.; on all other freight we require presentation of original B. L., properly endorsed, before inspection is allowed.

Yours truly,

(Signed) J. L. KORN,

Agent.

It was moved and carried "that the replies as read by the Secretary be spread upon the minutes of this meeting, and that the subject be taken up for further consideration at the next meeting."

**Changing Rule No. 8, Official Classification, by Striking Out the Word "Bulk."**

Secretary read communication from the Secretary of the Columbus Division, Central Association of Railroad Officers, as follows:

Columbus, Ohio, October 22, 1897.

Mr. O. G. Fetter,

Secretary Cincinnati Division.

Dear Sir: Rule 8B of the Official Classification reads: "Owners will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement."

Rule 9 reads: "All property shipped in carloads shall be subject to car service and trackage charges of the forwarding and delivering railroads."

Your Division is respectfully asked if you will join this Division in a request on the Classification Committee to strike out the word "bulk" in Rule 8B.

It is the sense of this Division that if the word "bulk" is stricken from the rule it will not conflict with Rule 9, nor Article 5 of the Uniform Bill of Lading, and car service rules may then be enforced against all property shipped in carloads and taking carload rate.

Yours truly,

(Signed) J. D. BERRY,  
Secretary.

After some discussion upon this subject it was moved and carried "that this Division concur in the recommendation of the Columbus Division to strike out the word 'bulk' in Rule 8B, Official Classification."

**Election of Superintendent for the Cincinnati Car Service Bureau for the Ensuing Year.**

It was moved and carried "that Mr. O. G. Fetter be elected Superintendent for the Cincinnati Car Service Bureau for the ensuing year."

**Election of Standing Committee on Car Service for the Ensuing Year.**

It was moved and carried "that the President appoint a Committee of three to nominate four or five roads to compose the Standing Committee on Car Service, each road elected a member of said Committee to designate the officer it desires to represent it on the Standing Committee on Car Service."

The President appointed as that Committee Messrs. Brimson, Hood and Turner, which Committee recommended the election of the C. C. C. & St. L. Ry., C. H. & D. Ry., C. & O. Ry., B. & O. S-W. Ry. and L. & N. R. R. as Standing Committee on Car Service.

It was moved and carried "that the recommendation of the Special Committee be adopted, and that the roads named be declared elected members of the Standing Committee on Car Service."

**Further Consideration of Proposed Agreement on Joint Car Inspection.**

It was moved and carried "that the resolution submitted by Mr. Arnold, viz.: that a Committee of three be appointed to take this matter up with the Executive Committee of the American Railway Association, and also the resolution of Mr. Peters, that further discussion of this matter be postponed until reply was received from the American Railway Association, which were adopted at the last meeting, be reconsidered."

After considerable informal discussion upon this subject it was moved and carried "that a Special Committee of three be appointed by the President to prepare an Article to take the place of Article 12 of the proposed new agreement as it now stands, said Committee to report at this meeting."

The President appointed as that Committee Messrs. Turner, McCuen and Arnold, who submitted the following as a substitute:

**ARTICLE XII.**

Roads refusing cars on account of the local condition of their lines, such as tunnels, bridges, etc., can demand that the cars or lading be put in proper shape by notifying the Joint Car Inspector, who shall send a copy of said notice to the Superintendent of each road party to this agreement.

It is, however, agreed that where transfer is necessary to comply with the above the cost of transfer shall be borne equally by the roads in interest for all cars originating beyond their lines. For cars originating upon roads members of this Association the expense shall be borne entirely by the delivering road.

It was moved and carried "that the report of the Committee be received and adopted."

It was further moved and carried "that the Secretary be instructed to obtain a letter ballot upon the new Joint Car Inspection Agreement, as a whole, as it now stands, with the understanding that if adopted by the constitutional number that

the agreement shall go into effect December 1, 1897, and that all parties interested be so notified by the Secretary."

**Annual Report of the Cincinnati Car Service Bureau for the Year  
Ending September 30, 1897.**

The Secretary presented annual report of the Cincinnati Car Service Bureau for the year ending September 30, 1897, and it was moved and carried "that this report be spread upon the minutes of this meeting."

## THE CINCINNATI CAR SERVICE BUREAU.

ANNUAL STATEMENT FOR THE YEAR ENDING SEPTEMBER 30, 1897.

Line.	Collected	Refunded	Net Collected	Expenses	Net Revenue	Loss	Cars Handled	Average Detention
C. C. C. & St. L. . . . .	\$ 7270 00	\$1633 00	\$5637 00	\$2140 84	\$3496 16		55833	39 39
D. & U. . . . .	152 00	18 00	134 00	37 64	96 36		900	27 35
C. H. & D. . . . .	6646 00	1606 00	5040 00	2559 45	2480 55		66600	35 28
Cincinnati Northern . . . . .	104 00	1 00	103 00	59 36	43 64		1551	35 34
B. & O. S-W. . . . .	10613 00	827 00	9786 00	1464 01	8321 99		38196	33 15
P. C. C. & St. L., Cin'ti Div. . . . .	2488 00	519 00	1969 00	1567 18	401 82		40845	25 39
Richmond Div. . . . .	137 00	6 00	131 00	135 66		\$ 4 66	3533	46 42
Indianapolis Div. . . . .	14 00		14 00	89 47		75 47	2325	26 18
C. & O. . . . .	835 00	117 00	718 00	377 78	390 22		8556	30 21
E. L. & B. S. Div. . . . .	43 00	5 00	38 00	126 00		88 00	3280	30 08
C. L. & N. . . . .	2517 00	63 00	2454 00	239 63	2214 37		6216	46 19
C. P. & V. . . . .	51 00		51 00	11 58	39 42		308	46 19
L. & N. . . . .	601 00	136 00	465 00	461 11	3 89		11999	25 53
K. C. Div. . . . .	582 00	84 00	498 00	88 89	409 11		2338	32 20
C. N. O. & T. P. . . . .	1957 00	135 00	1822 00	449 13	1372 87		11716	21 55
A. & O. R. . . . .	2415 00		2415 00	101 05	2253 95		4210	41 29
I. & M. C. V. . . . .				168 28		168 28	4361	6 52
Lexington & Eastern . . . . .	14 00		14 00	26 99		12 99	705	9 24
Southern . . . . .	7 00		7 00	2 88	4 12		80	19 19
Erie . . . . .	213 00	123 00	90 00	145 84		55 84	3807	27 41
Ohio Southern . . . . .	46 00		46 00	121 81		75 81	3174	56 10
TOTAL, 1897 . . . . .	\$36705 00	\$5273 00	\$31432 00	\$10384 58	\$21528 47	\$481 05	270593	31 38
TOTAL, 1896 . . . . .	48234 53	4874 00	43360 53	11250 62	32668 82	559 41	297786	31 23

O. G. FETTER,  
Superintendent.

**Monthly Report Compiled by the Joint Car Inspector of Bad Order  
Vertical Plane Couplers Interchanged at Cincinnati.**

Secretary read communication upon this subject as follows:

Cincinnati, Ohio, November 9, 1897.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: At a meeting of the Standing Committee on Joint Car Inspection, held Tuesday, November 9, 1897, it was moved and carried "that we recommend to the Central Association of Railroad Officers, Cincinnati Division, that the monthly report compiled by the Joint Car Inspector of bad order vertical plane couplers interchanged at Cincinnati be dispensed with."

Yours truly,

(Signed) F. M. LAWLER,

Chairman Standing Committee.

It was moved and carried "that the recommendation of the Standing Committee on Joint Car Inspection be adopted."

**Transfer Order D-877, March 16, 1897, in Favor of the C. H. & D. Ry.  
Against the C. & O. Ry. on Car C. & O. 8123.**

Secretary read letter from Mr. Geo. W. Lewis, Superintendent C. & O. Ry., requesting that this matter be brought before the Association, but as Mr. Lewis was unable to be present today it was moved and carried "that this matter be laid over until the next meeting."

**Members Proposed.**

The name of Mr. A. J. Ball, Assistant Superintendent Motive Power, C. H. & D. Ry., was proposed for membership and duly elected.



The Pittsburg, Cincinnati, Chicago & St. Louis Railway Co.

Richmond, Ind., November 4, 1897.

Mr. O. G. Fetter,

Secretary Central Association.

Dear Sir: I would be very glad to have you present the name of E. F. Kearney, Chief Clerk in my office, for membership in the Central Association of Railroad Officers.

Yours truly,

(Signed) J. S. MAY,  
Superintendent.

As Chief Clerks are not eligible to membership in this Association, it was moved and carried "that the Secretary be instructed to write Mr. May accordingly."

On motion, duly seconded, meeting adjourned at 12:55 p. m.

PULASKI LEEDS,  
President.

O. G. FETTER,  
Secretary.

## INDIANAPOLIS DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station November 6, 1897.

The Association was called to order at 10:15 a. m.

The following lines were represented:

C. C. C. & St. L. Ry...G. W. BENDER.....Superintendent.  
P. & E. Ry.....J. W. RILEY.....Superintendent.  
P. C. C. & St. L. Ry...Wm. SWANSTON .....Master Mech.  
Vandalia.....O. E. RAIDY.....Trainmaster.  
I. & V. R. R.....\*M. W. MANSFIELD..Superintendent.  
L. E. & W. Ry.....H. F. BICKELL.....Ass't Gen'l Supt.  
Monon.....F. M. QUIMBEY.....Trainmaster.

\* Represented by G. B. Staats.

The minutes of the last meeting were approved.

The Secretary read a letter from Superintendent J. S. May, of the Richmond Division of the P. C. C. & St. L. Ry., proposing for membership Mr. E. F. Kearney, Chief Clerk to Mr. May.

The Secretary was requested to reply to Mr. May and explain that in accordance with the interpretation of the By-laws, Chief Clerks are not eligible to membership, but that he could be represented by his Chief Clerk, or any one else he saw fit to delegate, and that members would extend a cordial welcome to such representative.

Secretary next submitted a communication from Secretary, of the Columbus Division, in regard to striking the word "bulk" in Rule 8B in the Official Classification to harmonize with Rule 9.

The Vandalia and the P. & E. were opposed to making the change, while some of the other lines saw no objection to eliminating the word "bulk."

On account of this difference of opinion it was decided, on motion, to lay the question over until the next meeting.

A communication was received from the Kansas City Division relative to practice of sending check clerks to warehouses to check inbound and outbound carload freight.

The Secretary was instructed to reply, stating that the Indianapolis Division had no rule governing the matter; neither is it the practice of any of the lines to send check clerks to warehouses to do this work.

The minutes of the Car Inspectors' Association were received and ordered filed.

The following subjects were referred to the Committee on Subjects for consideration:

1. Car equipment damaged by shippers when loading or unloading, practice in regard to collecting amount of such damages.
2. Accidents at highway and street crossings; adverse decisions against railroads owing to inability to prove that proper signals were given as required by state law.
3. How best to maintain a sufficient water supply in time of drought.

No further business appearing, the meeting adjourned.

G. W. BENDER,  
President.

G. B. STATTs,  
Secretary.

## COLUMBUS DIVISION.

Regular Monthly Meeting of the Central Division of Railroad Officers, Columbus  
Division, held in Room 2, Passenger Station,  
November 7.

Meeting called to order at 8 p. m. with President Connors  
in the chair.

The following lines were represented:

C. H. V. & T. Ry.....	MR. M. S. CONNORS.
“ “ .....	MR. T. R. LIMER.
T. & O. C. Ry.....	MR. H. C. FERRIS.
C. A. & C. Ry.....	MR. J. J. HENRY.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
N. & W. Ry.....	MR. J. W. CAMPBELL.
B. & O. R. R.....	MR. J. H. GLOVER.
“ “ .....	MR. J. M. HOST.
C. S. & H. Ry.....	*MR. M. F. BONZANO.

\* Represented by Mr. J. D. Berry.

Reading of minutes of the previous meeting dispensed with.

### Unfinished Business.

Committee on “The Proper Handling of Foreign Equipment” asked for further time to report, which was granted.

**Report of Committee on Interchange.**

Columbus, Ohio, November 10, 1897.  
Central Association of Railroad Officers,  
Columbus Division, Columbus, Ohio.

Gentlemen: Your Committee appointed at the October meeting to consider the method of interchange as proposed at Cincinnati, and to report if practicable to apply the same to Columbus, recommends as follows:

That a Committee of eight members be appointed by the President of this Division, said Committee to be divided equally between the Mechanical and Transportation Departments of roads members of this Division, and to elect their own Chairman, and said Committee to be directed to take up, article by article, the plan as proposed at Cincinnati and published in the September proceedings, with a view of revising the rules of the Columbus Joint Interchange Inspection Association, and to submit its report at the earliest possible date, that the same may conform to the present rules of interchange of the Master Car Builders' Association.

(Signed) H. C. FERRIS,  
J. H. GLOVER,  
M. S. CONNORS,  
Committee.

Mr. Limer moved that the report be accepted. Seconded by Mr. Glover. Carried.

Committee appointed as follows: Mr. T. J. English, Mr. J. H. Glover, Mr. J. J. Henry, Mr. J. Robinson, Mr. S. P. Bush, Mr. S. S. Stiffey, Mr. S. P. Boatman, and Mr. H. C. Ferris.

Committee on Uniform Coach Rental asked for further time to prepare report. Granted. Mr. Host was granted further time to prepare his paper.

### **New Business.**

Petition of the Columbus Board of Trade, requesting that freight be received at the several freight offices in this city on all working days, except Saturday, up to 5:00 p. m., and until 3:00 p. m. on Saturdays.

"We, the undersigned, members of the Committee on Wholesale Mercantile Interests of the Columbus Board of Trade, and merchants and manufacturers of Columbus, respectfully urge the Managers of the Columbus freight lines, in order to facilitate our business and enable us to accommodate our numerous customers with that promptness which our trade demands, and also to hold our trade against competing points, most urgently request that you receive freight at the several freight depots in the city as follows: On all working days except Saturday to 5 o'clock p. m., and until 3 o'clock p. m. (Standard time) on Saturdays."

The following resolution was offered by Mr. Glover:

**Resolved,** That the request of the Columbus Board of Trade to have freight houses remain open until 5:00 p. m. on week days, and until 3:00 p. m. on Saturdays, be granted, provided all the roads in Columbus will agree to comply with this rule invariably, and that Local Agents be given no discretion in the matter. This question to be submitted to the roads entering Columbus for their response by letter ballot.

Seconded by Mr. Henry. Carried. Secretary was instructed to notify the Columbus Board of Trade of the action of the Association in this matter, explaining that because of not having a full attendance the matter could not be acted upon at this meeting, but we hoped to dispose of the question at the next meeting.

Secretary: At the last meeting the Secretary was instructed to communicate with the different Lines in Columbus and ascertain from them if any assistance is being furnished by their warehouse force to Transfer Companies, or other parties, in

loading and unloading carload freight. Replies received from the Agents show that this is not being done.

Secretary: At the last meeting the Secretary was instructed to communicate with the members of this Association and ascertain their views as to the advisability and legality of cutting out the word "bulk" in Rule 8B of the Official Classification. I have but a few replies. I was also instructed to confer with the Secretaries of the different Divisions of the Central Association and have but one reply from Indianapolis.

The following resolution was offered by Mr. English:

Resolved, That the attention of the different roads members of the Columbus Division, Central Association, be called to the fact that the exceptions to the assessment of car service on certain commodities have proved a stumbling-block to the operation of Car Service Rules in Columbus and other points governed by said Association, and that on and after . . . . . 1897, Rule 1 of the Car Service Association and Rule 9 of the Official Classification be enforced; this resolution to be referred to the roads members of this Association for letter ballot as to the enforcement of the rule as laid down in Section 1 of the Columbus Car Service Association and Rule 9 of the Official Classification.

The above resolution refers to the enforcement of car service on what is termed "package freight" in carloads taking carload rates.

Seconded by Mr. Henry. Carried.

Bill of the Central Association of Railroad Officers against the Columbus Division for its proportion of expense, amounting to \$12.25, was ordered paid.

On motion of Mr. Ferris, seconded by Mr. English, meeting adjourned at 3:00 p. m.

M. S. CONNORS,  
President.

J. D. BERRY,  
Secretary.

## TOLEDO DIVISION.

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Regular Monthly Meeting of the Central Division of Railroad Officers, Toledo  
Division, held Monday, September 8, 1897.

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Meeting called to order at 8:30 a. m. by President Mills.

The following were present:

Ann Arbor R. R.....	MR. J. J. HEY.....	Trainmaster.
H. & D. Ry.....	MR. S. J. PETER.....	Supt.
C. H. V. & T. Ry.....	MR. W. F. CASTELLO.....	Trainmaster.
F. & P. M. R. R.....	MR. W. D. TRUMP.....	Gen'l Supt.
L. S. & M. S. Ry.....	MR. T. J. CHARLESWORTH.....	Gen'l Agent.
Penna. Co.....	MR. W. H. POTTER.....	Supt.
T. St. L. & K. C. R. R..	MR. A. L. MILLS.....	Gen'l Supt.
W. & L. E. Ry.....	MR. F. J. STOUT.....	Supt.

The Secretary read a communication from Mr. Whittelsey, expressing regret at his inability to be present owing to his being obliged to be in Columbus in connection with new time-card.

The reading of the minutes of the previous meeting was dispensed with.

### **Closing Warehouses on Legal Holidays.**

President: The first subject on the call is report of Committee on closing of warehouses for receiving freight on legal holidays.

Secretary: This matter was taken up with the Committee and the following was sent to members of the Division:

Toledo, Ohio, October 26, 1897.

Mr. Wm. Grogan,  
Secretary Central Ass'n of R. R. Officers,  
Toledo, Ohio.

Dear Sir: Your favor of October 23, advising of Committee appointed to canvass the matter of closing all houses for receiving freight on legal holidays. Will you kindly canvass the different roads and get at what will be satisfactory?

As I remember it, the principal objections were on account of delivery of freight. In the original resolution the delivery of freight is not taken into account, and I have thought that if this was explained to the different members the vote would be changed, and there would be no difficulty in reaching a unanimous understanding, with perhaps some provisions on certain days that the houses should be kept open for receiving of freight until certain hours.

So far as the L. S. & M. S. Ry. is concerned, we favor closing of the houses all day on the days named for receiving freight.

Yours truly,

(Signed) A. H. SMITH,  
Chairman.

Toledo, Ohio, October 29, 1897.

Dear Sir: I enclose herewith copy of letter from Mr. Smith, Chairman of the Committee appointed to canvass the matter of closing all freight houses for receiving freight on legal holidays. I would respectfully call your attention to that part of October proceedings, pages 27 and 28, referring to this subject.

Will you have the kindness to give your views on the subject and oblige?

Yours respectfully,

(Signed) WM. GROGAN,  
Secretary.

Secretary: The following replies have been received:

L. S. & M. S. Ry.—“So far as the L. S. & M. S. Ry. is concerned, we favor closing of the houses all day on the days named for receiving freight.”

T. & O. C. Ry.—“The T. & O. C. Ry. favor closing the houses all day on days named for receiving freight.”

T. St. L. & K. C. R. R.—“We are in favor of closing our freight houses for the purpose of receiving freight the entire day on New Year's, Fourth of July, Thanksgiving and Christmas, and at noon on Decoration Day and Labor Day.”

C. H. V. & T. Ry.—“This company favors the closing of freight stations on all legal holidays all day for the receiving of freight, and the keeping of one man on duty in the fore part of the day, say until 11 o'clock a. m., for the delivery of perishable freight. While the question is not asked, we are also in favor of the adoption of a rule that will close the freight stations on Saturdays at 3 p. m. The attached memorandum will show the practice in Cincinnati, St. Louis, Peoria, Kansas City and Columbus. The Board of Trade in Columbus have now up with the different roads here the matter of changing the hour of closing on Saturdays from 12 noon until 3 o'clock p. m., and from 4:30 until 5 o'clock p. m., on week days. I would like to see the same general rule in Toledo that is in effect at Columbus.”

	Legal Holidays	Local Holidays	Saturdays	Week Days
Cincinnati	All		12:30 P. M.	
St. Louis	Christmas, New Year, July 4, Thanksgiving, Big Thursday.		Same as week.	
Peoria	All		3:00 P. M.	5:00 P. M.
Kansas City	All	12 k noon	3:30 P. M.	4:30 P. M.
Columbus	All		12 k noon	4:30 P. M.

Mr. Fohey: The Ann Arbor is willing to do whatever the majority of the roads do, and are in favor of closing the freight house for receiving freight on these days.

President: We will pass this subject and take up the next on the call.

**Handling of Foreign Equipment.**

**Report of Committee to Consider Remarks of Mr. Beecham.**

Secretary: I am advised that Committee is not yet ready to report.

**Cincinnati Interchange Rules.**

President: The next subject is the report of Committee on Interchange Rules now in vogue in Cincinnati.

Toledo, Ohio, Nov. 1, 1897.

Central Association of Railroad Officers,

Toledo Division,

Toledo, Ohio.

Gentlemen: Your committee appointed at the October meeting to look into the method of interchange proposed at Cincinnati, and to report if practicable to apply same at Toledo, recommends as follows:

That a Committee of seven members be appointed by the President of this Division, said Committee to consist of four members of the Mechanical Department and three members of the Transportation Department of roads members of this Division. Said Committee to be directed to take up, article by article, the plan as proposed at Cincinnati and published in the September, '97, proceedings, with a view to revising the rules of the Toledo Joint Interchange Inspection Association, and to submit its report at the earliest possible date to this Division, that the same may conform to the present rules of interchange of the Master Car Builders' Association.

(Signed) M. S. CONNORS,  
T. F. WHITTESEY,  
S. B. FLOETER.

Mr. Potter: I move that the report of the Committee be accepted and the President appoint the Committee.

Mr. Stout: I second the motion.

Mr. Charlesworth: I would like to ask if the adoption of the report of the Committee commits the Association to that method of interchange?

President: It does not, as the recommendations of the Committee are to be submitted to the Association and may be either approved or rejected.

On motion being put, it carried by a unanimous vote.

The President appointed the following Committee: Messrs. M. S. Connors, T. F. Whittelsey, S. B. Floeter, and the representative of the Mechanical Department of the following roads: The L. S. & M. S. Ry., Penna. Co., M. C. R. R. and Ann Arbor R. R.

**Help Furnished by the Railroads in Loading and Unloading  
Carload Freight on Team Tracks.**

Secretary: As per instructions, I canvassed this matter with the Agents and the general opinion was that the roads were furnishing help from their freight houses for this kind of work to the extent of about \$15,000.00 per year, and in answer to questions as to what the Agents would recommend in the way of a remedy they answered "simply get together and stop the practice."

On motion this matter was laid over until next (special) meeting.

**Striking Out Word "Bulk" in Rule 8B of the Official Classification.**

Columbus, Ohio, October 22, 1897.

Mr. Wm. Grogan,  
Sec'y Toledo Div., C. A. R. R. O.,  
Toledo, Ohio.

Dear Sir: Rule 8B of the Official Classification reads: "Owners will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement."

Rule 9 reads: "All property shipped in carloads shall be

subject to car service and trackage charges of the forwarding and delivering railroads.”

Your Division is respectfully asked if you will join this Division in a request on the Classification Committee to strike out the word “bulk” in Rule 8B.

It is the sense of this Division that if the word “bulk” is stricken from the rule it will not conflict with Rule 9, nor Article 5 of the Uniform Bill of Lading, and car service rules may then be enforced against all property shipped in carloads and taking carload rate.

Yours truly,

(Signed) J. D. BERRY,  
Secretary.

Mr. Trump: I move that we join in the application to the Official Classification Committee to eliminate the word “bulk” from Rule 8B of the Official Classification.

Seconded and carried.

#### **Car Service.**

Secretary: I have received the following communications from Mr. Sutherland, Superintendent of the M. C. R. R., relative to ruling adopted at last meeting placing all carload freight under car service rules.

Michigan Central Railroad Company.

Detroit, Mich., Oct. 16, 1897.

William Grogan, Esq.,

Mgr. Toledo Car Service Ass'n,  
Toledo, Ohio.

Dear Sir: The resolution of the Toledo Car Service Association in regard to carload freight, is, in my opinion, too far reaching. It is not in accordance with rules in other cities. I must enter protest for the Michigan Central against its being enforced.

Yours truly,

(Signed) D. S. SUTHERLAND,  
Superintendent.

Michigan Central Railroad Company.

Detroit, Mich., Nov. 6, 1897.

Mr. William Grogan,  
Mgr. Car Service Ass'n,  
Toledo, Ohio.

Dear Sir: I was very anxious to be present at the Superintendents' meeting Monday, but on account of issuing new time-card it will be impossible for me to attend. I still think that the action taken by the Association in regard to carload freight was altogether too broad, and this company can not carry out the arrangement. I think it would be well to bring this matter up for discussion, either at an adjourned meeting or the next regular meeting.

Yours truly,

(Signed) D. S. SUTHERLAND,  
Superintendent.

Considerable discussion followed the reading of the above, the members taking the position that while the ruling was a departure from our former practice it was only carrying out the rules of the Toledo Car Service Association, as contained in printed form, and inasmuch as the M. C. R. R. was a party to the Car Service Agreement and Rules they should give to the President proper notice of intention to offer an amendment to objectionable features, if any, that the matter might be taken up in manner prescribed by the Car Service Agreement; in the meantime all roads were bound by the rules as they stood.

The Secretary advised that on receipt of the objections from the M. C. R. R. he withheld sending circulars to the public.

It was thought desirable to have unanimous action and approval in the matter and on motion the action taken at October meeting, placing package freight (so-called) under car service rules, was reconsidered, the President to call a meeting within a week or so to further discuss the matter.

Adjourned to meet Monday, December 13, 1897.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

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Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, November 9, 1897.

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Meeting called to order at 10:00 a. m.

The President and Vice-President being absent, the Secretary called the meeting to order, and Mr. R. B. Starbuck was made temporary chairman.

### PRESENT.

#### *Roads.*

#### *Representatives.*

T. P. & W. Ry.....	E. N. ARMSTRONG.....	Gen'l Supt.
C. C. C. & St. L.....	J. W. RILEY.....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	B. McKEEN.....	Superintendent.
“ “ .....	F. L. CAMPBELL.....	T. M.
L. E. & W. R. R.....	H. A. BOOMER.....	Superintendent.

Chairman: Our first matter is consideration of paper by Mr. Armstrong on “Water Supply.”

Mr. McKeen: I understand the Big Four have tried experiments in not washing out engines so often. I would like to ask Mr. Riley for a statement of the results.

Mr. Riley: They may have done so on some particular Division, but we have not undertaken such experiments on Peoria Division, not since we adopted the use of soda-ash.

Mr. Armstrong: Are you using soda-ash or caustic soda?

Mr. Riley: Soda-ash.

Mr. Armstrong: Some roads are using one and some the other, and some are mixing the two. The caustic soda is about twice as strong as the soda-ash.

Mr. Boomer: Are you experiencing any trouble from the use of soda-ash?

Mr. Armstrong: We haven't as yet.

Mr. Boomer: We had one of our pushing engines give out on us at LaFayette, and the engineer laid it to the soda-ash. The injector tubes corroded and clogged, and would not work.

Mr. McKeen: Have you just commenced to use soda-ash?

Mr. Boomer: No, we have used it for years.

Mr. McKeen: The effect of soda-ash is to cut the scale away, so that any bad joints show up, whereas, if you do not use soda-ash, the scale forms and stops up the joints.

Mr. Starbuck: We have our engines equipped with the "Hornish Boiler Cleaners," and our Master Mechanic is very much in love with them. A skimmer inside the shell of the boiler collects the sediment and discharges it through a cylinder. The engines run twenty miles, and the sediment blows off. We clean engines twice a month, and the contrivance costs \$50 to \$75 an engine. We have been using them for 10 years and are still running the engines. The mechanical contrivance is located in the boiler, all the water passes through the skimmer and is discharged into a cylinder under the deck of the engine cab, where a cock blows off at one side. Whatever the discharge touches it makes white as white-wash, and no doubt removes the objectionable matter from the water. It comes out like thin mortar and saves us the expense of washing engines. We don't use soda-ash or anything else. I will have our Master Mechanic bring a diagram and explain more particularly at some future meeting.

Mr. Armstrong: This water question is a puzzler to me. I have been on our road for the past 26 years, and never experienced the trouble with water until the last five years. We had

no trouble at all 20 years ago, and we have more surface water now than we had then.

Mr. Riley: Don't you think the draining of the land has had a good deal to do with the water question?

Mr. Armstrong: Yes. On our east end we have more trouble than on the west end. On the east end the farms nearly all have ditches and tiles which catch the surface water and take it away. The water in wells percolates through, and more lime accumulates. I see no other explanation for it. Engines on our west end make a great deal more mileage without having flues taken out than those on the east end.

Mr. McKeen: I would like to call attention of the members to Mr. McKenzie's paper, read before the Western Railway Club, at Chicago, which is printed in the proceedings of their October meeting, which will be of interest in connection with this water question. The tendency of late has been to wash boilers every thousand miles, or less, down to 400 miles. The Master Mechanics seem to think better results are thereby obtained. Mr. McKenzie, Superintendent Motive Power of the Nickel Plate, has been experimenting, and instead of a thousand miles, he runs his engines a week or ten days without washing them, and the results are less trouble with the flues, stay-bolts, etc. I notice he takes particular pains to get good water, using auxiliary tanks, in which he puts some ingredient and runs the water into second tanks, thus getting better water in the first place.

Chairman: Our next is a paper by Mr. Bickell.

Secretary: Mr. Bickell is not here, nor has his paper been received.

Chairman: It would be well to ask Mr. Bickell when his paper may be expected.

Chairman: Our next subject is "Shall headlights on switch engines be covered?"

This was discussed at some length, the practice of the roads represented being not to cover the headlights of switching engines.

A letter from the Kansas City Division, relative to furnishing check clerks at private warehouses, and the Secretary's reply thereto, were read. The practice at Peoria being to bill majority of carload shipments "Shippers load and count," although check clerks were occasionally furnished on application.

Letter from the Columbus Division, regarding the word "bulk" in Rule 8B of the Official Classification, was also read.

Mr. Armstrong: I move that this matter be laid over till the next meeting; each road to take up with their traffic department in the interim. This matter which belongs properly to the Car Service Association.

Seconded and carried.

Mr. Boomer: I should like to know what the practice is here in loaning coaches; when does the loaning commence and ceases?

Mr. Riley: That is provided for by the American Railway Association.

Mr. Boomer: The circumstances here, however, are different from most places. Is it the custom here to give a release to the P. & P. U. before a passenger coach can be returned to its owner?

Chairman: It would not be right for the P. & P. U. to assume that you were through with a car until you had given a release.

Adjourned 11:45 a. m.

R. B. STARBUCK,  
Chairman, *pro tem.*

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

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Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, November 12, 1897.

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Meeting called to order at 11:30 a. m., with President  
Besler in the chair.

The following representatives were present :

C. B. & Q. R. R.....MR. W. G. BESLER.....Supt.  
    "      "      .....MR. J. A. CARNEY.....Master Mech.  
    "      "      .....MR. W. S. GLOVER.....C. Disp'cher.  
    "      "      .....MR. A. HAMILTON.....Agent.  
C. P. & St. L. of Ill...MR. H. S. REARDEN.....Supt.  
St. L. K. C. & C. Ry...MR. W. M. MITCHELL...Manager.  
L. & N. R. R.....MR. W. S. MCCHESENEY, JR., Supt. T.  
St. L. K. & N.W. R. R. MR. A. T. PERKINS.....Supt. Term.  
St. L. & S. F. R. R.....MR. A. J. DAVIDSON.....Supt. Trans.  
Terminal R. R. Ass'n...MR. EDW. DUNLOP.....Supt.  
    "      "      ...MR. F. X. ROEDERER...Agent.  
Wabash R. R.....MR. W. A. GARRETT....Supt.  
    "      .....MR. C. B. ADAMS.....C. S. A.  
Wiggins Ferry Co.....MR. G. L. SANDS.....Manager.  
St. L. Transfer Co.....MR. W. G. BESLER.  
M. K. & T. Ry.....MR. A. T. PERKINS.  
St. L. M. B. T. Ry.....MR. EDW. DUNLOP.....Supt.

VISITORS: H. D. Judson, Division Superintendent C. B.  
& Q. R. R., W. M. Prall, Manager St. Louis Car Service Asso-  
ciation, J. E. May, Superintendent St. L. M. & St. C. Belt.

**Reading of Minutes.**

President: Unless there are objections, we will follow the usual practice and dispense with the reading of the minutes, as they have been printed and distributed among the members.

**Unfinished Business.**

Secretary: We have nothing under this head.

**Reading of Correspondence.**

Secretary: I have a letter from Mr. H. E. Watkins, Secretary of the Local Freight Agents' Association, dated October 20, as follows:

"I beg to advise that your letter of October 5, inclosing copy of resolution passed by your Association in regard to having grain inspectors close and reseal all cars of grain inspected by them, was laid before our meeting on the 18th inst. I was instructed to advise you that we had this matter up once without any very definite results and are taking it up again on the lines indicated in your resolution."

President: You have heard the communication from the Secretary of the Local Freight Agents' Association in reference to grain inspectors. This is in the nature of a report of progress, and I presume needs no further action than to be read.

Secretary: I also have a letter from Secretary Watkins, dated October 21, as follows:

"I beg to call your attention to the following resolution passed at last meeting of this Association, of which I was instructed to send you a copy.

"Resolved, That it is the sense of this Association that the

failure of the L. & N. to charge car service on cars placed at the L. & N. Produce Exchange is working an injustice to the railroad companies owing the cars and to consignees doing business on other tracks, and that the L. & N. be requested to enforce car service rules on all loaded cars on its tracks in St. Louis proper.' "

President: You will observe from the letter this is a resolution passed by the Local Freight Agents' Association at their last meeting; Mr. Perkins, President of that Association, is with us today, and perhaps can throw a little additional light upon the matter?

Mr. Perkins: The matter was, of course, taken up by the Local Freight Agents' Association, which has no definite authority in the case, but they merely passed the resolution as an expression of their very strong feelings in the matter. The subject was also taken up by the St. Louis Car Service Association at its last meeting; in fact, at the two last meetings, and action partially covering the matter was taken at the last meeting. The L. & N. were asked to have a representative at the two meetings of the Association, but did not do so.

Mr. Prall has today passed around among the members a copy of the amendment to Rule 5, which was passed at the last meeting of the Car Service Association; possibly it would be well to ask Mr. Prall to make a few remarks, as the subject comes under the head of the Association of which he is Manager.

Mr. Prall: The failure of the L. & N. R. R. to join with the other roads at St. Louis in the enforcement of reasonable rules and regulations for the unloading of cars resulted in delay to cars on the tracks of the St. Louis Merchants' Bridge Terminal Railway and also to many annoyances to the agents of the various railroads in the city in the transaction of their business, in the collection of their freight charges, and in delay to such equipment as was brought into the city on their lines and afterward delivered to the Merchants' Bridge for delivery to the L. & N.

Additionally they found themselves in an embarrassing position in allowing such detention of cars within the city limits by consignees without charge, where they, by regular penalty applied in accordance with Car Service Rules, charged other customers who received freight within the same territory.

There is no question but that it would be greatly to the interest of all roads within the city and members of the Association, and it was earnestly hoped by every member that Mr. McChesney, of the L. & N., might be enabled to place Car Service Rules in operation at their Broadway Street Station, and I do not doubt but that full consideration was given the question by the L. & N., but for reasons best known to themselves they found it impossible to do so. The only question then to be considered by the Board of the Association was as to how well Section 2 was understood. Consequently they have defined the rule so that it may be promulgated throughout the city by adding a Section 3, which is as follows:

“Rule 5. Section 3. All cars containing freight for a connection, when said connection is unable to deliver on account of the inability of owners to receive, or on account of its own inability to receive because of delay on the part of the consignees in unloading, shall be subject to car service charges, provided the railroad holding the freight notifies the consignee that ‘We are holding on our tracks . . . cars (giving car number and initial) subject to your orders or for your unloading, and car service will be assessed thereon at the rate of \$1.00 per car per day after the expiration of forty-eight (48) hours from the first 7:00 a. m. after the receipt of this notice, and any car service that may accrue must be paid before the unloading of the freight will be allowed or before the car will be delivered to any connection.’”

And which section places exactly the same obligation upon consignees on the L. & N. tracks as those upon other roads' tracks. So far as the jurisdiction of the Association is concerned, they have no control, nor have they attempted to control the actual unloading of cars on the tracks of the L. & N.

Mr. McChesney: I believe that we thoroughly appreciate the benefit of having car service, and I think that the records of the Association, so far as the L. & N. is concerned, will show that we have always favored car service. There are conditions, however, which I can not well explain here; I would have to go into detail and take up too much of your time. I can only say in this connection that I believe there has been serious abuse in the vicinity of Broadway Station which is not chargeable to the L. & N. Railroad. The fact that this traffic was ordered there to the L. & N. Station, or Produce Block, in many cases was ordered by people who have no connection whatever with that building and were not tenants, but the fact that car service was not being enforced on tracks adjacent to the Broadway Station being known, many shippers ordered their business to that Station. At the same time a large percentage of this business that has properly belonged there has been unloaded on tracks on Collins Street, and other tracks outside of our yard. I believe that you have to a great extent overcome the difficulty when you place car service on the tracks adjacent to the Broadway Station. I believe that the tenants of the building will see that they will have to unload cars promptly or pay service on cars held outside by their delay in this work. I believe that the section added to Rule 5 will accomplish the same results as would be had we car service in operation on our tracks.

I have said to our people that the practice of having produce ordered to L. & N. yard by shippers or consignees not tenants of the building must be stopped. I will assist you in that respect, and can furnish your members with the names of the occupants of the building; there are not many of them, and when other consignees who have in the past been ordering their business to this block to avoid car service ask that cars be sent there you can say to them that the L. & N. will not allow their property to be used in this manner.

Mr. Adams: I do not know that I can add anything further to what has already been said. We found in the St. Louis Car Service Association a loophole; some abuses were creeping in

which we felt would be obviated by Section 3 of Rule 5. You all have a copy of the section and I don't know that it is necessary to read it, but in general it is that if a track belonging to a private party is blocked through their inability to release the cars, the road doing the switching to that private track holding cars out for this cause will notify the delivering road of their inability to receive any more freight, and the road thus holding freight will notify the consignees that they are holding so many carloads of freight and owing to the inability of the receiving road to take them on account of the blocked condition of the consignee's track, car service will commence from 7:00 a. m. following the notice. I believe that this will certainly have a very healthy effect, and it is surely within the spirit of the original contract of the Car Service Association, but was not fully covered in their rules and regulations. I believe that after this section goes into effect, which I believe will be next Monday morning, you will not have any cause for complaint.

I want to say to the members of this Association, as well as to Mr. McChesney, that this action was not taken with any intention to hit the L. & N. any more than other roads.

Mr. McChesney: I would like to say that the L. & N. at no time thought that this resolution was directed at it. I agree with the gentleman that there has been great abuse of equipment in that part of town, but there is one thing to be said in justice to the L. & N.: I think that you can not hold them responsible for that condition when, as I understand it, a shipper or consignee would order a car in the Carr Street yard and know that after a certain time car service would accrue, whereas, if car was sent to our yard or vicinity no car service would be assessed, offered a loophole for escape from payment of car service, and it was their intention when car was first ordered that it was to go to Broadway Station, and I believe, if I understand Mr. Adams correctly, it certainly will have the desired effect should we place car service on tracks adjacent to the Broadway Station just as well as if we put it into operation in the station itself.

Mr. Adams: How many cars can you hold at the station?

Mr. McChesney: About twenty-four. There are only two tracks within the jurisdiction of the L. & N.

Mr. Perkins: I believe it would be a good thing if Mr. McChesney would furnish a list of the tenants as he suggests, and for whom they would accept carload freight, also that a notice be sent out to the effect that the L. & N. would not accept cars for any other than those whose names were contained in this list. I believe that this will overcome considerable of the difficulty experienced, and remedy the matter, in connection with the rules adopted at our last meeting.

President: I presume that Mr. McChesney will furnish that list to anyone making request for same, and, with the explanations made, we can pass this subject, and if we find that the application of the new section does not bring about the desired improvement, then at some future meeting it may again be properly introduced. If that meets with sense of the meeting we will dispose of it in that way.

Secretary: I have a letter from Secretary B. H. Garrigues, of the Kansas City Division, dated October 27, as follows:

"Will you kindly advise me what the practice is with railroads in your city relative to sending check clerks to warehouses to check inbound and outbound freight. Has your Division any rule covering the matter, or does each line take independent action? If the latter, what is the general practice? I should like to have this information by November 10 if possible."

I replied to this that the Local Freight Agents' Association some time ago passed restrictions stopping the practice then indulged in, since which time it has not been done. The resolution of the Freight Agents' Association was approved by the Superintendents' Association at the time.

Secretary: I also have the following letter:

Columbus, O., October 22, 1897.

Mr. F. E. Anderson,  
Sec'y St. Louis Div. C. A. R. R. O.,  
St. Louis, Mo.

Dear Sir: Rule 8B of the Official Classification reads, "Owners will be required to load and unload bulk freight in carloads unless otherwise provided by special agreement."

Rule 9 reads, "All property shipped in carloads shall be subject to car service and trackage charges of the forwarding and delivering railroads."

Your Division is respectfully asked if you will join this Division in a request on the Classification Committee to strike out the word "bulk" in Rule 8B.

It is the sense of this Division that if the word "bulk" is stricken from the rule it will not conflict with Rule 9, nor Article 5 of the Uniform Bill of Lading, and Car Service Rules may then be enforced against all property shipped in carloads and taking carload rate.

Yours truly,

J. D. BERRY,  
Secretary.

President: In reference to this communication received from the Columbus Division, concerning a change in rules of the Official Classification:

There are but six members of this Division who are in any way interested in the Official Classification, and those members only on Eastern business going beyond the Indiana State Line.

The Official Classification is used by the Trunk Lines and the Central Traffic Association. Most of our members use the Western Classification, or the Southern Classification, and in those States whose Railroad Commissioners have prepared Classifications, such as Illinois, Iowa, etc., we use the State Classification.

I believe this subject is not a proper one for this Division to pass upon, and would suggest that our Secretary be instructed to write to the Secretary of the Columbus Division, advising

him concerning the different conditions which exist on the St. Louis Division.

Mr. McChesney: I was talking to Mr. Adams when this question first came up, but having heard the remarks of our President, I do not think it is a matter for this Association to deal with. It seems to be a traffic matter.

President: If that is the sense of the meeting, our Secretary will communicate with the Secretary of the Columbus Division accordingly.

#### **Reports of Committees.**

Secretary: We have report from the Committee appointed to meet with the Committee from the Joint Inspection Association.

Mr Perkins: Your Committee, which was continued to consider further the rules adopted for the interchange of empty cars at St. Louis and East St. Louis, held a meeting yesterday forenoon with the Committee of the Joint Car Inspection Association, Messrs. Rearden, Missouri Pacific; Martin, of the Wabash, and Waughop, Chief Joint Car Inspector.

The criticisms made by the Joint Car Inspection Association through their representative at our last meeting were made largely on account of a misunderstanding regarding the rules that were adopted. Mr. Rearden at our last meeting presented a report in which they recommended the following:

The Executive Committee of the Joint Car Inspection Association at a meeting held this date at the Union Station for the purpose of considering changes in Rule No. 8, of the Joint Inspection Agreement, as recommended by the Superintendents' Association, and recommend that the following be adopted in lieu of the recommendation of the Superintendents:

~~and~~ All empty cars destined to any line for loading, the agents of the delivering line shall be instructed to place such cars on siding in their respective yards. Agent of the delivering line

to notify the Chief Joint Car Inspector of the location and number of cars for loading. The Chief Joint Inspector will send a receiving line inspector to inspect and receive or reject such cars in the delivering line's yard. The expense of such inspection to be equally borne by the delivering line, the switching line, if any, and the receiving line on the wheelage basis.

(Signed) JOSEPH TOWNSEND, Chairman,  
FRANK REARDEN,  
M. [REDACTED] MARTIN,  
Executive Committee.

This, however, as was [REDACTED] out by the discussion, provided merely for cars delivered in requisition for loading, while the main object of the rules [REDACTED] ally adopted provided for the return home movement of [REDACTED] foreign cars. Perhaps it would be well to read the [REDACTED] adopted, before reading the amendment that it was agreed [REDACTED] the meeting yesterday to recommend.

## RULES

### FOR INTERCHANGE OF EMPTY CARS AT ST. LOUIS AND EAST ST. LOUIS.

To take effect October 1, 1897:

1. Empty cars belonging to roads terminating at St. Louis, or East St. Louis, shall be delivered direct to owners, except when other arrangements are made. The initials of the cars shall be proof of ownership, and no other marking or carding will be required.

It is understood that cars of various initials belonging to the same system shall be treated as belonging to that part of the system terminating at St. Louis, or East St. Louis. When there are no direct connections that intermediate line which has previously handled the car must be used, except when otherwise arranged.

2. Cars belonging to roads not terminating at, or not running trains to or from St. Louis, or East St. Louis, must be carded by the line delivering the car under load for return to that line, or for delivery to the road which is the proper home route.

For this purpose a uniform card two inches square, made of stout fiber manilla, printed in accordance with the following sample, is to be used:

.....	*
.....	†
DATE .....	
NO. .... INITIALS. ....	
●	
RETURN TO	
.....	R. R.
AT .....	
AUTHORITY. ....	

\*Insert name of road.

†St. Louis or East St. Louis.

One of these cards is to be fastened by one tack through the middle on the end of needle beam on each side of every car.

In case original return cards are lost or removed, new cards, showing the record, are to be put on by any road delivering the car empty.

3. Empty cars, when carded in accordance with Rule 2, delivered by one line to another at St. Louis, or East St. Louis, shall be accepted, and shall not be returned for any cause until the agent of the delivering line has been notified of all the facts, and has consented to accept their return.

Empty cars other than those included in Rules 1 and 2, that is, those that have not been handled under load, must be carded home, and the authority for the home movement must be shown.

A charge of fifty cents per car will be assessed in favor of

line against delivering line in case a return move-  
sary on account of error in carding.  
y the following railroad companies:

Ry.,	St. L. K. C. & Col. R. R.,
,	St. L. Peo. & Nor. Ry.,
B. R.,	St. L. & S. F. Ry.,
C. C. & L. Ry.,	St. L. K. & N. W. R. R.,
C. P. & St. L. R. R.,	St. L. C. & St. P. R. R.,
Illinois Central R. R.,	L. Mer. Bridge T. Ry.,
L. & N. R. R.,	Mineral Railroad Ass'n,
, E. & St. L. Ry.,	Wash R. R.,
M. K. & T. Ry.,	Wiggins Ferry,
Vand	(annually).

Following roads will not be subject to the above rules:

Mobile & Ohio, Mo. Pa. & N. W. R. R., I. M. & S.  
T. St. L. & K. C. R. R., to vote.

The foregoing are the rules adopted at the September meet-  
ing. Now, in order to prevent a misunderstanding, your Com-  
mittee has agreed to present the following:

## PROPOSED ADDITIONS TO RULES

### FOR INTERCHANGE OF EMPTY CARS AT ST. LOUIS AND EAST ST. LOUIS.

It is understood that nothing in above rules is to conflict  
with the full operation of the M. C. B. Rules, and the rules of  
the Joint Car Inspection Association, in connection with the  
physical condition of cars.

The following rules will govern in regard to responsibility  
for inspection of condition:

(1) All empties furnished for loading on requisition are to  
be inspected by Joint Car Inspector before leaving yard of the  
delivering road.

(2) All foreign empty cars not originating on the receiving road shall also be inspected by Joint Car Inspector before leaving yards of the delivering road.

(3) All empty cars originating on the receiving road will be accepted by the receiving road without inspection by Joint Car Inspector.

Respectfully submitted,

A. T. PERKINS,

C. B. ADAMS,

EDW. DUNLOP.

Mr. Perkins: In explanation of the proposed amendment I will state that the third rule is in effect now, although it was understood by this Association previous to the meeting with the Joint Inspection that exceptions were frequently being made to it. Mr. Waughop, however, assured us that that was not the case. The first rule is already in effect on a number of lines and is being carried out to a large extent when a considerable number of cars are furnished. Mr. Waughop stated that this rule could be carried out in almost all cases with very little delay and with an expense of not to exceed three cents per car. The Committee fully appreciates the fact that both Rule 1 and 2 would be extremely difficult to carry out in all cases. There will often be cars ordered that must be delivered at once before cars could be inspected by the Joint Inspector, and it was the understanding of both Committees that it would be satisfactory to all concerned to leave all such isolated cases to agreement between the particular roads interested. This to be done until time should tell whether or not the rules would cover the case satisfactorily.

President: You have heard the report of the Committee which somewhat changes the aspect of the question. I have followed as closely as I could the recommendation of the Committee, but I feel that at this meeting I could hardly accept their propositions without further consideration. I believe that today we should not go farther than to receive the report and lay it over to our next meeting for adoption.

Mr. McChesney: I have listened attentively to the reading of the report, and I move that the report of the Committee be received, and that the Secretary send to each member of this Association a copy of the report, and that consideration of the question be deferred to our next meeting.

Seconded by Mr. Sands.

Mr. Adams: I think that is a good plan, but I think in sending out the notice to members we should go a little further into detail, or, in other words, make the statement to the various members a little more explicit than merely the report of this Committee. If you do not it is going to leave the same question of doubt that has already existed. There has been a misapprehension between the Committee and the Mechanical Department, and, I think, the members of this Association, and I believe there has also been a misunderstanding between the various members of this Association. The interchange of cars at St. Louis should be divided into three distinct propositions.

What we may term proposition No. 1 is the order or the requisition for cars from connecting line. By the practice now in vogue on some roads the inspection takes place in the delivering line's yards and in others in the receiving line's yards.

I do not think that there can be any question as to economy of movement and saving of time, as well as for other reasons, that the inspection should take place in the delivering line's yards, except in isolated cases where some particular car is wanted on a rush order.

I think every member will recall what was said at one of our meetings about the order the Missouri Pacific made for five hundred cars, 20 percent of which were returned by the Missouri Pacific after reaching their yards, and these cars having to be hauled back over the Bridge. Had these cars been inspected in the delivering line's yards they would not have had to make this unnecessary move, entailing extra expense. If the Missouri Pacific had sent a man to inspect the cars for the load for which they were intended, this extra handling would not have been made.

Proposition No. 2 is a case of a foreign car that travels into the city of St. Louis or East St. Louis, not previously having been handled through that gateway, but it is to the interest of the road holding the car and to the interest of the road owning the car to get it back home through this gateway; but there is some defect on the car so that if the receiving road would accept it under our original proposition, or the original rules as presented to this Association that road would become responsible for the repairs to that car. If they were "owners' repairs" they would have perhaps to send a considerable distance for the necessary material. Now that road has not previously handled the car, only having taken it as an accommodation. It is not right or fair for the road holding this car (whom we may term the delivering road) to force that car on the connecting line.

These cases that come under this proposition are isolated ones; with all the roads I do not think they would amount to ten cars per day, so that by inspecting these cars in the delivering line's yard it would not cause any trouble to speak of and but little additional expense, and when the car is once carded it travels on its journey home.

Proposition No. 3 refers to home cars and others belonging on St. Louis roads, or cars that have been handled by them. For instance, an M. & O. car is delivered to the Wabash at East St. Louis for some point in the Northwest, the Wabash delivers the car to the Rock Island, who turn it over to the C. M. & St. P., who in turn give it to the Burlington, who bring it into St. Louis via the K. Line. Now, when this car reaches St. Louis it has a card on it showing that it came from the M. & O. The K. Line can deliver the car direct to the M. & O., so far as the present inspection is concerned and it will be accepted. This is the rule followed today.

I believe that some explanation of that kind should be sent out to the members.

President: I will ask the Committee to prepare a brief of this kind to be handed to the Secretary, and which may be sent to the members, together with the proposed rules.

Mr. McChesney: The remarks of Mr. Adams cover the matter about as thoroughly as possible, and it might be well to send a copy of the transcript to each member.

President: It would entail an almost endless task for the remarks to be printed by mimeograph.

Mr. Rearden: Why could not Messrs. Perkins' and Adams' remarks be printed as a pamphlet at a small expense; it would be much quicker, and I think the gentlemen have stated it more clearly than it would be possible in a brief.

Mr. McChesney: I move that the parts of proceedings referred to be printed and distributed among the members.

President: I do not wish to cut off any discussion, but it has been moved and seconded that the report of the Committee be received, and an amendment to the motion is that the report and the explanations be printed and distributed.

(Question put and carried.)

In connection with this matter we have the following from Mr. W. G. Bayley, Superintendent of the Big Four, which will be included in this subject. Mr. Bayley suggests that we get from the Kansas City Division a copy of the rules they have adopted there. This has been done by our Secretary, and the reply from Kansas City is also here submitted:

October 18, 1897.

Mr. F. E. Anderson,  
Sec'y St. Louis Div. C. A. R. R. O.,  
St. Louis, Mo.

Dear Sir: I hand you herewith communication from Mr. J. R. Cavanagh, Superintendent Car Service of the Big Four Railroad, in regard to rules for the interchange of cars as brought out by the Committee of the Central and Western Association of Car Service Officers, through their Chairman, Mr. W. E. Beecham.

I would thank you to have this letter read before our Superintendents' meeting, and if possible secure a copy of the rules adopted and put in force at Kansas City in 1884, which Mr.

Cavanagh believes you can get through the Secretary of the Kansas City Division. Further discussion of this question on this line, as requested by Mr. Cavanagh, may result in removing some of the objections of the roads declining to become members of the agreement.

Yours truly,

W. G. BAYLEY.

Indianapolis, October 8, 1897.

Mr. W. G. Bayley,

Supt., Mattoon, Ill.

Dear Sir: I have noted the September proceedings of the St. Louis Division of the Central Association of Railway Officials and very much regret to see that all lines are not coming into the agreement of rules for the interchange of cars as brought out by the Committee of the Central & Western Association of Car Service Officers through their Chairman, Mr. W. E. Beecham. As long as the matter has been deferred to another meeting and for further discussion, etc., I would suggest that the Secretary of the St. Louis Division write to the Secretary of the Kansas City Division and get a copy of the rules which were adopted and put in force at Kansas City in 1884, and I believe are still being followed at that point. I think in some particulars they are better than the Chicago rules, for the reason that they cover everything embodied in the Chicago rules and go a little further. I believe the Chicago rules and the present M. C. B. Rules practically come from the K. C. agreement. When the lines entering Kansas City first adopted these rules 13 years ago, two of the lines stuck out for a considerable time but finally came in, and the last time I was in Kansas City, which was five years ago, I did not find a single shipper or railroad man at that point who was willing to go back again to the old method of handling business. I also like the card which has been in use in Kansas City for the past 10 or 12 years better than the card in use at Chicago. This might also have a tendency to remove some of the objections entered by roads declining to become members to the agreement. One thing I like

about the Kansas City card is that each road can see the full record and home route of the car, regardless of the number of movements it may make in being interchanged between roads on a large terminal, but the principal advantage is that it enables every one to dispose of a car to a direct connection who are entitled to handle the car free, as against handling it through another line who will make a switching charge. Another thing I like about the Kansas City agreement, which I believe is still in effect, is that no road's request to return cars that belong to another line entering the same terminal are honored unless coming through owners. As an illustration, an empty H. C. A. & N. car carded to the Rock Island elevator to load out, via the K. C. St. J. & C. B. and C. G. W. Rys., to Chicago; the Rock Island switchman refuses to switch this car on such order, but he applied it on an order for loading to the M. P. Ry., to which line, according to the agreement and the facts in the case, the car belonged, and quoted the rule under which he refused to move this car as carded.

I have delayed writing you on this matter, or speaking to you about it, endeavoring to get a copy of the original rules which were gotten up and adopted in 1884. I think Mr. J. R. Hardy, who was at the time Secretary of the Superintendents' Association at Kansas City, or Mr. Rohraback or Dunaway, who were at that time connected with Kansas City lines, could give some information on this subject, providing the present Association could not do so. The "Kansas City Agreement," as it was known at that time, provided for joint inspectors whereby cars were inspected and accepted if in safe condition to run to destination on book record. This enabled cars to go through with minor defects, if the car was in safe condition to run, without being rejected; also when a car was found in defective condition, making it unsafe to run, the receiving line transferred the contents at his own expense and returned the empty car; or if the contents of the car was a commodity that could not be transferred, authority was obtained for putting the car in safe condition and charging the expense to the owner of the car or the delivering line.

Yours truly,

J. R. CAVANAGH.

Kansas City, Mo., October 26, 1897.

Mr. F. E. Anderson,  
Sec'y C. A. of R. R. O.,  
St. Louis, Mo.

Dear Sir: Replying to your letter of the 21st inst., asking for some information regarding the manner in which foreign cars are handled at Kansas City, will say that on November 15, 1892, Superintendents' Association of Kansas City adopted the following resolution:

"That all roads members of this Association agree that all cars which may be received from connecting lines, loaded for any point within the limits of this Association, shall, if in good order when empty, be returned to the home road by the switching line. This does not apply to roads that are not members of the Joint Car Inspection Association; such roads may return cars to the roads from which they are received. November 15, 1892."

This rule certainly saves a great deal of unnecessary switching, and not only saves delay to cars, but reduces the car breakage. I attach hereto a copy of card that is attached to such cars, which explains itself. I am sure that if the St. Louis Division should adopt this plan it would not take long to demonstrate that it is a step in the right direction.

Yours truly,  
C. E. CARSON.

**FORM 557.**

..... This Card **MUST NOT** be taken off until car is re-  
**BURLINGTON** turned to **THE ROAD WHICH BROUGHT IT TO KAN-**  
**ROUTE.**  
**SAS CITY, and MUST** be taken off by that road.  
 .....

CAR NUMBERS		INITIALS		ROAD NUMBERS
Received from		L	E	Date
No	No			.....
No	No			.....
No	No			.....
No	No			.....
No	No			.....
No	No			.....

A., T. & S. F. . . . .	Is No. 1
C. & A. . . . .	" 2
C., R. I. & P. . . . .	" 3
H. & St. J. . . . .	" 4
K. C., F. S. & M. . . . .	" 5
K. C., St. J. & C. B. . . . .	" 6
Mo. Pacific . . . . .	" 7
Union Pacific . . . . .	" 8
Wabash . . . . .	" 9
M. K. & T. . . . .	" 10
K. C. N. W. . . . .	" 11
C., M. & St. P. . . . .	" 12
K. C. R. C. Co. . . . .	" 13
Armour Packing Co. . . . .	" 14
Jacob Dold P. Co. . . . .	" 15
C., K. & N. . . . .	" 16
K. C., O. & S. . . . .	" 17
K. C. Sub'n Belt Ry. . . . .	" 18
C. G. W. . . . .	" 19
Cold Blast T. Co. . . . .	" 20
Swift Ref. Line . . . . .	" 21
K. C., P. & G. . . . .	" 22
K. C., Belt Line . . . . .	" 23

When Empty  
 Return this Car to . . . . . R. R.

Mr. Perkins: Do I understand that the Committee is now discharged?  
 President: It is continued to our next meeting.

**New Business.**

Secretary: We have the application of the St. Louis National Stock Yards for membership in this Association.

move that they be elected member of

d.

Secretary will please notify the St. Louis  
ards Co. accordingly.

We have a paper presented today by Mr. J. A.  
er Mechanic of the C. C. B. G. & Q. R. R., at

### **The Selection of a Water Supply.**

BY J. A. CARNEY.

In the early days of railroading in Illinois the country was much less thickly settled than today. There were large areas of timber land, and the slough lands had not been encroached upon. Water was almost everywhere and could be had for the digging. Streams, however, were not numerous, and the simplest method of obtaining a supply was to dig a small surface well. These wells soon became insufficient or gave out entirely, and reservoirs were built to impound sufficient drainage to answer the needs at the time. Locomotive tanks were small and runs were short, so that water supplies had to be frequent. The reservoirs were filled in the spring and there was sufficient seepage from the slough lands to make an ample supply during the summer months. In the course of time the country became more thickly settled, the timber was cut off and the sloughs drained. While this was going on the size of the locomotives and tanks were increasing and the runs between taking water were lengthened, so that while some reservoirs almost went into disuse, others were being taxed to their capacity. Thus, while these reservoirs were being drawn upon more and more, the supply of water was becoming less and less, until the serious question arose, What are we going to do for water? Streams are not frequent enough; reservoirs can not be depended upon during drought, and but few surface wells have the capacity to

furnish water for a busy division; and even if there be sufficient quantity, it is more than probable that the quality will render it unfit for boiler use. There remained out one other source for consideration, the artesian well. This offered many inducements. It was cheap, it could be located anywhere, the supply was almost unlimited and was absolutely independent of drought. The water was free from mud and did not form scale. Here was apparently an ideal supply for railroads, and many investigations and experiments were made with this water, both in the laboratory and in practice, and artesian well water had to be abandoned on account of the large quantity of sodium salts found in it.

The average quality of the water from the several sources used for railroad purposes is embodied in the following table compiled from a number of analyses of water supplies made by the C. B. & Q. laboratory:

Results in Grains per U. S. Gallon of 231 Cubic Inches.

	Sodium Sulphate.	Sodium Chloride.	Sodium Carbonate.	Calcium Sulphate.	Calcium Carbonate.	Magnesium Sulphate.	Magnesium Carbonate.	Magnesium Chloride.	Oxides.	Total Solids.	Incrusting Solids.
Reservoirs . . .	—	1.80	—	1.52	6.09	.92	4.59	—	.47	15.39	13.59
Streams . . .	—	1.63	—	1.57	7.01	1.04	5.03	—	.65	16.93	15.30
Shallow Wells .	—	2.02	—	10.77	10.54	2.29	10.03	.64	.82	37.11	35.09
Artesian Wells .	29.87	18.14	.41	7.25	6.77	.92	8.34	—	.36	72.11	23.30

Impounded or reservoir water is the best on account of its containing less incrusting solids and mud than any other supply, but there is one serious objection to it. The feeders dry up in the summer unless the season is very wet, no fresh supply is added, and the water becomes stagnant. The lower forms of aquatic plant life flourish and the reservoir becomes filled with scum and slime. This excess of organic matter in the water causes it to foam in the boiler and makes it a very unsatisfactory supply. The organic matter can not be removed by settling, and the longer the water stands the worse it gets.

Stream water is next best as rated by incrusting solids, and is the most satisfactory all-round supply that can be found. There is always a supply, it never becomes stagnant, although bays and sloughs leading into the stream may become foul. There is, however, one serious objection to streams. In certain seasons of the year and after hard rains they are liable to be muddy. This mud rapidly accumulates in the boiler and sometimes will cause foaming. The accumulations of mud necessitates more frequent washing out, and increases the liability of mud burning.

Dug wells are an uncertain quantity. The supply may or may not be ample, and the quality varies from a good boiler water to water unfit for boiler use. Many dug well waters contain magnesium chloride, which is corrosive. The waters are clear and free from mud, but they usually contain large quantities of incrusting solids.

The general quality is poor and they are a source of supply that is seldom satisfactory.

Aretsian well waters are almost all obtained from St. Peter's sand stone, which, in Illinois, lies from 500 to 1500 feet below the surface, although in LaSalle County and along portions of the Rock River there are out-crops. This water is ample in quantity and is free from mud. It contains rather more incrusting solids than stream or reservoir water, and also contains large quantities of alkali in the form of sodium chloride, sodium sulphate, together with small quantities of sodium carbonate. The water does not form scale owing to the presence of the sodium salts and is non-corrosive, but it does cause foaming, and on this account can not be used.

A boiler which foams, or, as engineers say, "works her water," is a bad thing to have about, and is quite as objectionable as a boiler which won't steam. It is hard on the coal pile. It is impossible to keep the valves properly lubricated and cut valves are apt to be the result.

Stream water is therefore the best and most reliable supply to be had, and would solve the question if there were but streams

enough. The scarcity of streams may, in a measure, be overcome by increasing the capacity of the engine tanks, which will enable the engine to run greater distances without taking water, and be thus enabled to run by tanks containing objectionable water, or, what is more desirable, to run from one stream supply to another. Therefore the problem may be settled by using every stream available, even though it be necessary to pump long distances, and by the use of extra large engine tanks.

Stream water even at best is far from being an ideal boiler water. It contains enough incrusting material in the form of carbonates of lime and magnesia, which collect on the flues and fire-box sheets in the form of scale, to eventually seriously interfere with the economical generation of steam. Some experiments showed that a scale 11-100 in. thick made a difference of seven percent in the quantity of fuel required to evaporate a certain quantity of water.

The value of pure water in the economical handling of railway motive power equipment can hardly be appreciated until one is brought in contact with supplies either much better or much worse than those to which he is accustomed.

On the St. Louis Division of the C. B. & Q., where the water supplies are streams and reservoirs of about the quality given in the table, it is necessary to wash out about every five hundred miles. Fire-boxes last about six years before needing repairs. One half of the flues have to be removed every ten or twelve months, and all of the flues and crown bars have to be taken out every two years.

The value of pure water can best be described by quoting from the practice on the Boston & Maine Ry. "Engines make from 5,000 to 6,000 miles between washouts. Fire-boxes average ten years' service, and boiler tubes run from three to four years without being taken out."

Wellington makes the statement "that bad water reduces the life of a fire-box about one third, and increases the cost of engine maintenance by 2½ c. to 3 c. per mile."

Bad water not only makes an increase in the cost of boiler

repairs, but it also makes an increase in the coal consumption on account of the scale formed on the tubes and fire-box.

To prevent the formation of scale and make a saving in the coal consumption and cost of boiler repairs has stimulated the inventive genius of a small army of men who have flooded the market with all sorts of mechanical devices, ranging from feed water heaters to electrical scale separators, and with all sorts of boiler purges ranging from kerosene oil to potato peelings. Many of the schemes have merit.

Of the mechanical devices, the surface skimmer and the blow-off cock are the most efficient in keeping a boiler in good condition.

Of the boiler purges, trisodium phosphate, sodium fluoride, and soda ash rank at the head of the list. Soda ash is much the cheapest, and while it may not be quite as efficient as phosphate or fluoride, its cost makes it the most available boiler purge in the market.

The soda ash of commerce is almost pure sodium carbonate, and can be purchased in quantities for considerably less than one cent per pound. Its action on the incrusting solids in water is to produce a flocculent precipitate, which is non-adhesive and will not form scale. It is not volatile and every ounce added to the water in the boiler remains in solution in the boiler until either blown out or washed out. Theoretically it takes about one part of soda ash to precipitate one part of scale-forming material, but in practice the soda ash is regenerating, so that a small quantity of ash will precipitate a large quantity of scale.

The main objection to the use of soda ash is its tendency to cause foaming. This is true of all other boiler compounds of which sodium is the base. The foaming is caused by the concentration of the sodium salts in the boiler, and the only remedy is to reduce this concentration by blowing out and filling up again with pure water.

Soda ash removes nothing from the boiler. All the scale precipitated remains as mud, and all the soda ash remains in solution in the water.

There is a mistaken impression among many railroad men that a boiler purge removes from the boiler all the incrusting solids and mud. A boiler purge removes absolutely nothing from the boiler; its mission is solely to precipitate the incrusting solids in such a form that they will not incrust, and unless this precipitated scale and mud are removed from the boiler it will bank up and cause mud burning.

The successful and economical use of soda ash is accomplished only by the frequent use of the blow-off cock, and by careful and thorough washing out at such intervals as the quality of the water may require. Therefore, for those railroads whose water supplies are of variable quality, and whose best supplies are poor in comparison with pure water, every effort should be made to use only the best water, and that water should be carefully and intelligently treated with some reputable boiler purge.

President: This paper will appear in our minutes. We should congratulate ourselves upon our ability to secure such papers from our members. Recently the Peoria Division had a similar paper presented, and it was suggested therein that the other Divisions undertake to similarly treat the subject of water supplies, and this paper is partly in response thereto. There is much information and good to be secured to our Association by such methods.

Upon motion the meeting adjourned, 12:45 p. m.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.

## KANSAS CITY DIVISION.

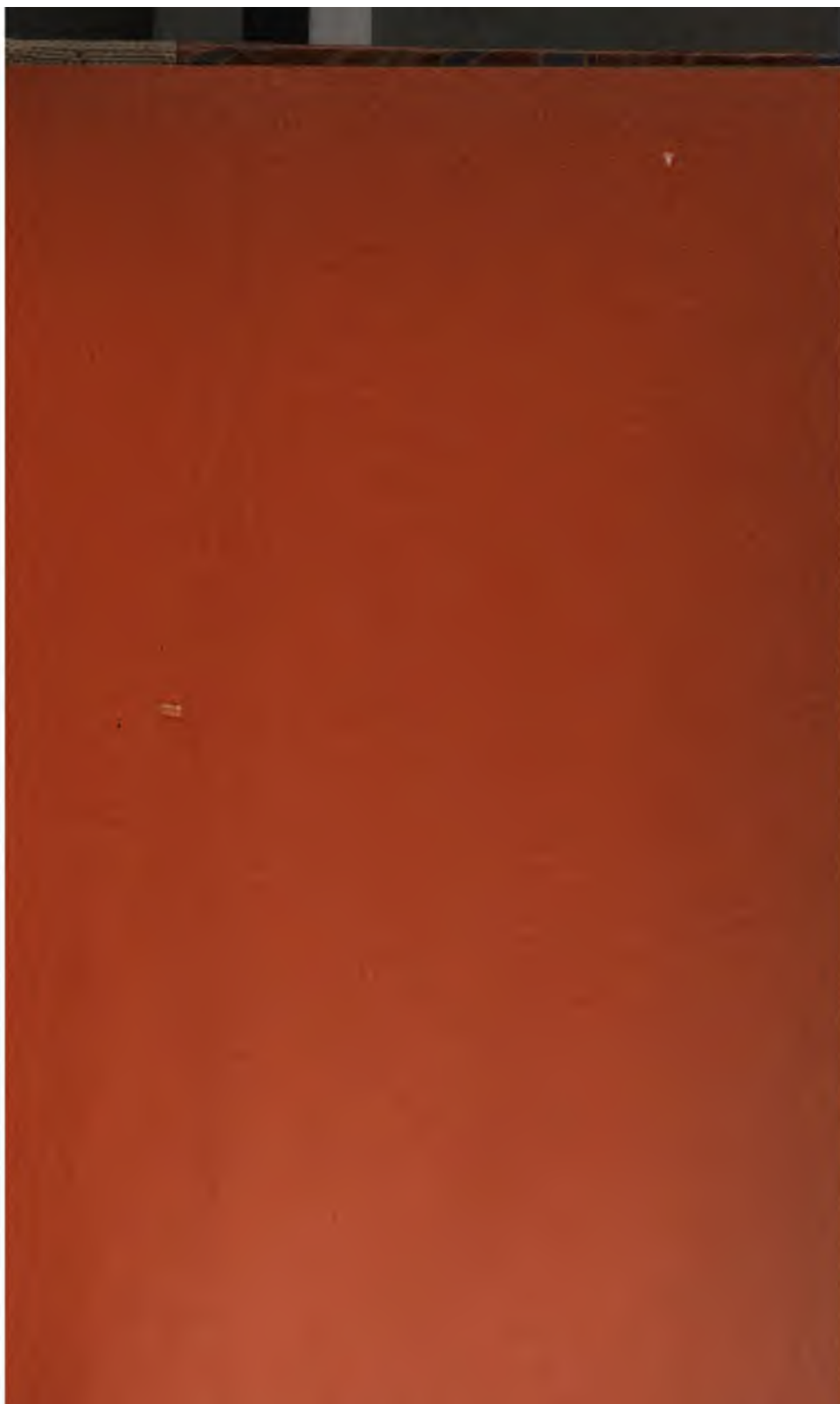
**Proceedings of the Regular Monthly Meeting of the Kansas City Division Central Association of Railroad Officers, held at the Coates House, Kansas  
City, Mo., November 10, 1897.**

Meeting was called to order by President Mitchell. Only the H. & St. J., K. C. F. S. & M., K. C. St. J. & C. B., Mo. Pac., Wabash and K. C. N. W. Railways were represented. These not being sufficient to constitute a quorum, no business was transacted, and the meeting adjourned until Wednesday, December 8, 1897.

H. S. MITCHELL,  
President.

B. H. GARRIGUES,  
Secretary.

11.







Central Association  
of  
**Railroad Officers**  
**Proceedings.**

December.

Cincinnati Division.	Toledo Division.
Indianapolis Division.	Peoria Division.
Columbus Division.	St. Louis Division.
Kansas City Division.	



1897.  
C. J. Krehbiel & Co., Printers,  
Cincinnati, O.



CENTRAL ASSOCIATION  
... OF ...  
RAILROAD OFFICERS  
PROCEEDINGS.



DECEMBER.



CINCINNATI DIVISION . . . . .	December 14th.
INDIANAPOLIS DIVISION . . . . .	December 11th.
COLUMBUS DIVISION . . . . .	December 15th.
TOLEDO DIVISION . . . . .	December 13th.
PEORIA DIVISION . . . . .	December 14th.
ST. LOUIS DIVISION . . . . .	December 10th.
KANSAS CITY DIVISION . . . . .	December 8th.



1897.

PRESS OF C. J. KREHBIEL & CO., CINCINNATI.

# DIRECTORY

Officers of the Central Association of Railroad Officers and Its Various Divisions.

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 W. G. BESLER.....1st Vice-Prest.  
 H. S. MITCHEL.....2d Vice-Prest.  
 O. G. FETTER.....Secretary-Treasurer.

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 W. G. BESLER. R. B. TURNER. D. S. SUTHERLAND.  
 H. S. MITCHEL. F. L. TOMPKINS. J. W. RILEY.

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.....	.....	Kansas City "

## CINCINNATI DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Cincinnati  
Division, held in Room 71, Carew Building, Cincinnati,  
Ohio, Tuesday, December 14, 1897.**

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Meeting called to order at 11:10 a. m., with President Leeds in the chair.

The following lines were represented:

B. & O. S-W. Ry.....	MR. W. H. BRIMSON.....	Supt.
“ “ .....	MR. C. H. HOWARD.....	Supt.
C. C. C. & St. L. Ry....	MR. G. W. BENDER.....	Supt.
“ “ .....	MR. F. M. LAWLER.....	D. M. M.
C. H. & D. Ry.....	MR. A. GALLOWAY.....	Supt.
L. & N. R. R.....	MR. BRENT ARNOLD.....	Supt.
“ “ .....	MR. LEWIS HOOD.....	Supt.
“ “ .....	MR. PULASKI LEEDS.....	Supt. Mch'y.
“ “ .....	MR. WM. ADAIR.....	D. M. M.

On motion, reading of the minutes of the previous meeting was dispensed with.

### **Report of Letter Ballot on the Proposed Joint Car Inspection Agreement.**

The Secretary stated that as per instructions at the last meeting he had submitted this matter to all roads interested for ballot, and that the vote was unanimous for its adoption.

# DIRECTORY

Officers of the Central Association of Railroad Officers and Its

## CENTRAL ASSOCIATION.

T. F. WHITTELSEY....President.  
W. G. BESLER.....1st Vice-Prest  
H. S. MITCHEL.....2d Vice-Pres  
O. G. FETTER.....Secretary-T

## EXECUTIVE COMMITTEE

T. F. WHITTELSEY, Chair  
W. G. BESLER. R. B. TURNER. I.  
H. S. MITCHEL. F. L. TOMPKINS.

## DIVISIONS.

P. LEEDS.....President.....  
G. W. BENDER..... " .....  
M. S. CONNORS..... " .....  
A. L. MILLS..... " ..... spect:  
F. L. TOMPKINS..... " .. withd:  
W. G. BESLER..... " .....  
H. S. MITCHELL..... " ..

GEO. W. LEWIS.....Vice-Pr n Connection  
H. F. BICKELL..... " To Order."  
H. C. FERRIS..... " .....  
T. J. ENGLISH.....2d V his matter had b  
W. H. POTTER.....Vic B. & O. S-W. Ry.,  
H. S. REARDON..... subject laid over un  
H. W. CLARKE.....  
A. T. PALMER.....

O. G. FETTER.....  
G. B. STAATS.....  
J. D. BERRY.....  
WM. GROGAN....  
A. J. ELLIOTT..  
F. E. ANDERSC  
B. H. GARRIG

O. G. FETTER.....  
G. B. STAATS.....  
J. D. BERRY.....  
WM. GROGAN....  
A. J. ELLIOTT..  
F. E. ANDERSC

March 16, 1897, in Favor of t  
the C. & O. Ry. on C. & O. Car

stated that this was a case v  
to the Standing Committee on Joint  
consideration and decision rendered sustaini  
Car Inspector; that the C. & O. Ry.  
decision and desire to submit the matter  
consideration.

## INDIANAPOLIS DIVISION.

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Regular Monthly Meeting of the Central Association of Railroad Officers, Indianapolis  
Division, held at Union Station December 11, 1897.

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The Association was called to order at 10:10 a. m.

The following lines were represented :

C. C. C. & St. L. Ry...	G. W. BENDER.....	Superintendent.
P. C. C. & St. L. Ry...	WM. SWANSTON .....	Master Mech.
P. & E. Ry.....	J. W. RILEY.....	Superintendent.
I. & V. R. R.....	*M. W. MANSFIELD..	Superintendent.
L. E. & W. Ry.....	M. P. DENISTON.....	Trainmaster.
C. I. & L. Ry.....	A. J. O'REILLY.....	Gen'l Agent.
T. H. & I. R. R.....	O. E. RAIDY.....	Trainmaster.

\* Represented by G. B. Staats.

The minutes of the previous meeting were approved as printed.

Under the heading of unfinished business the Association took up the subject of the proposed change in Rule 8-B in Official Classification, the proposition being to strike out the word "bulk."

After a brief discussion it was the sense of the meeting that this is wholly a traffic matter and did not come under the jurisdiction of this Association, but should be referred to the Joint Traffic Association.

The Secretary was directed to reply to the Secretary of the Columbus Division in accordance with the foregoing.

The following communication was read :

Indianapolis, December 4, 1897.

Mr. G. B. Staats,

Sec'y Central Ass'n Railroad Officers,  
Indianapolis, Indiana.

Dear Sir: Replying to yours of December 3, I respectfully request that you book as a subject matter "A uniform specified time for the closing of freight houses" for discussion by the members of our Association at meeting to be held December 11.

Yours truly,

A. J. O'REILLY,  
Gen'l Agent.

This being a matter in which all the lines were directly interested, it was decided to continue the subject over to the next meeting, with view of getting a full expression from each line.

The following communication was submitted :

Brightwood, Indiana, November 9, 1897.

Mr. G. B. Staats,

Sec'y Central Ass'n R. R. Officers,  
Union Station, Indianapolis.

Dear Sir: Attached you will find the minutes of the last monthly meeting of the C. F. & I. Association. Please note paragraph wherein mention is made of Mr. Pugh's motion in regard to car doors being lost on the Belt Ry. Would be pleased if you would take this matter up at the next meeting of the Central Association, with a view of having doors returned to owners where the initials are on the doors.

Also please advise what steps were taken, that I may report at our next meeting.

Yours truly,

J. A. RILEY,  
Secretary.

It was the general opinion of members present that all car doors showing the initial and numbers, or could otherwise be identified, should be promptly forwarded by the Belt Ry. to the proper road. The Secretary was requested to communicate with Mr. A. A. Zion, Supt., and request that such instruction be issued as will insure the prompt forwarding of all doors lost on the Belt.

A copy of the Auditor's report of the accounts of the Central Association was received and ordered filed.

The Secretary next read the minutes of the Car Inspectors' meeting, held November 27. It was decided that only the more important points in these minutes be embodied and printed in the proceedings of the Central Association of R. R. Officers.

The following is taken from the November minutes:

#### **Change in Date of Meeting.**

The members took up the subject of changing the date of the meetings, the discussion of which was postponed at the last meeting of the Association. It was the sense of the meeting that any day of the week would be better than Saturday or Monday, and that the middle of the month would be more suitable than the last, as the men were busy with office work near the end of the month.

Mr. Harris: I move that the date of our meetings be changed from the last Saturday to the third Wednesday of the month.

Adopted.

#### **Subject Committee.**

It was decided that the Standing Committee would act also as a Subject Committee, and it was suggested that any member of the Association having a subject which he wished to bring before the Association should refer it to the Standing Committee, who should investigate the matter and if proper, or of enough importance, bring it before the Association for discussion.

### **Bent Axles.**

The Chair: It is moved and seconded that the Secretary of this Association write to Mr. J. W. Cloud and ask for the views of the Arbitration Committee on the subject of bent axles and what is the ruling in regard to bent axles, if they are chargeable to the owner under any circumstances, and what circumstances.

### **Interchange Rules.**

The Association then took up the subject of the rules governing the interchange of cars in Indianapolis, which conflict with the M. C. B. Rules.

It was moved and seconded that this Association recommend to the Central Association that the rules governing the interchange of cars at Indianapolis be revised to conform with the M. C. B. Rules of 1897.

Motion carried.

### **Paper to be Read.**

Mr. Swanston: I suggest that one of the members be asked to write a paper to be read at our next meeting, and I move that we ask Mr. Gilmore to write this paper on the subject of "Steam heat and the duties of Inspectors in the connection with it."

Motion carried.

Concerning the confliction between some of the Interchange and M. C. B. Rules, it was decided by motion to request the Car Inspectors' Association to revise the Interchange Rules to conform with the M. C. B. Rules and submit the proposed changes, with recommendations, to this Association for approval.

There was an informal discussion on best means of maintaining a sufficient water supply in time of drought and the effect of the different grades of water on boilers. It was the general wish of the members present that a paper on this subject be read before the Association. The President, by consent, was requested to select some member to prepare the paper. The Chair announced that he would make the selection later and notify the Secretary.

Meeting adjourned at 11:10 a. m.

G. W. BENDER,  
President.

G. B. STAATS,  
Secretary.

## COLUMBUS DIVISION.

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**Regular Monthly Meeting of the Central Association of Railroad Officers, Columbus  
Division, held in Room 2, Union Passenger Station,  
December 15, 1897.**

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Meeting called to order at 1:30 p. m., with President Connors  
in the chair.

The following lines were represented:

T. & O. C. Ry.....	MR. H. C. FERRIS.
B. & O. R. R.....	MR. J. H. GLOVER.
C. H. V. & T. Ry.....	MR. M. S. CONNORS.
“ “ .....	MR. W. E. COSTELLO.
“ “ .....	MR. T. R. LIMER.
C. H. & D. Ry.....	MR. C. G. WALDO.
B. & O. S. W. Ry.....	MR. I. G. RAWN.
“ “ .....	MR. W. H. BRIMSON.
P. C. C. & St. L. Ry.....	MR. E. MORRELL.
C. C. C. & St. L. Ry.....	MR. T. J. ENGLISH.
Z. & O. R. Ry.....	MR. J. S. GILLESPIE.

Reading of minutes of the previous meeting dispensed with.

### **Reports of Committees.**

Columbus, Ohio, December 15, 1897.

To the members of the Central Association  
of Railroad Officers.

Gentlemen: Your Committee appointed to report on the  
feasibility of application of remarks made before this Associa

tion by Mr. W. E. Beecham, on the handling of foreign equipment in large terminals, beg leave to report that in their judgment the suggestions offered by Mr. Beecham are in line with good railway practice, and suggest the appointment of a Committee to formulate rules and regulations governing the handling of foreign cars at terminals and report their recommendations to this Association.

(Signed) THOS. R. LIMER,  
J. H. GLOVER,  
Committee.

Mr. Limer moved that the report be accepted. Seconded by Mr. Glover. Carried.

Chair appointed Messrs. Limer, Glover and Ferris as a Committee to formulate rules and regulations.

#### **Report of Committee on Uniform Coach Rental.**

Columbus, Ohio, November 10, 1897.

To the members of the Central Association  
of Railroad Officers:

Your Committee to whom was entrusted the framing of a set of rules for establishing a uniform rate for rental of passenger equipment, deadheading to junction points, transportation over intermediate lines, etc., beg leave to submit the following:

Per diem rental, parlor cars, \$10.00, including linen, but not service of porter; coaches, \$5.00; baggage, \$3.00.

Twenty-four hours to be counted as one day and any fraction of a day over the aggregate number of days of twenty-four hours each to be counted as a full day.

When a number of pieces of equipment of the same class are borrowed on the same order, the per diem shall be computed by dividing the aggregate number of hours made by the entire consignment into days of twenty-four hours each, any fraction remaining under 12 hours to be counted as one half day, and over 12 as a whole day.

When cars are deadheaded to junction point, borrowing road shall pay, in addition to per diem rental, six cents per mile per car for one way only.

No time shall be charged for cars shopped for repairs by borrowing road from the time notice is sent owners until repairs are completed.

Coaches must be returned by the borrowing road in a cleanly condition. If necessary to clean the coaches upon their return to owner a charge of fifty cents per car will be made for such service.

When borrowed coaches are switched by or transported over intermediate lines the fixing of charges for such services shall be adjusted by the parties interested.

(Signed) THOS. R. LIMER,  
J. F. MILLER.

#### **Minority Report.**

Springfield, Ohio, December 7, 1897.

Mr. T. R. Limer,

C. S. A., C. H. V. & T. Ry., Columbus, O.

Dear Sir: Replying to your favor of the 19th ult., attached.

As stated at our last meeting, I am of the opinion that it is not within the province of the Columbus Central Association to draft rules regulating the handling and charges of passenger equipment in this territory. For example: Toledo Division and Cincinnati Division may do the same, which would, perhaps, make matters worse than at present. I would recommend, however, that our Association refer the matter to the Executive Committee of Railroad Officers, who in turn will take it up with the Car Accountants' Association, who, through their general officers, can no doubt bring about a uniformity. If not, the matter can be referred back to the American Railway Association, which I understand has already passed on it. For the above reasons I decline to sign this report. Trusting this will be satisfactory, I remain, Yours truly,

(Signed) T. J. ENGLISH.

Mr. Glover moved that the report be referred to the Executive Committee, in line with the suggestion made by Mr. English. Seconded by Mr. Morrell. Carried.

**Report of Committee on Joint Inspection.**

Columbus, Ohio, December 7, 1897.

Central Association of Railroad Officers,

Columbus Division, Columbus, Ohio.

Gentlemen: Your Committee, appointed at the November meeting of this Association to consider the matter of revising the rules of the Columbus Joint Interchange Inspection Association, and to take into consideration in this connection the rules in effect at Cincinnati, begs to say that, after carefully considering and comparing the two systems in effect at Cincinnati and Columbus, it can see no reason for making any change in the methods now in effect in Columbus, and that it is the sense of the meeting that Joint Inspection should be continued.

Your Committee also suggests that the Executive Committee on Joint Inspection be requested to meet and report monthly to the Central Association on Joint Car Inspection, and that it be clearly understood that the Chief Joint Inspector shall report to and receive instructions from the Executive Committee.

Respectfully submitted,

J. ROBINSON,  
T. J. ENGLISH,  
J. H. GLOVER,  
J. J. HENRY,  
S. P. BUSH,  
S. S. STIFFEY,  
S. P. BOATMAN,  
H. C. FERRIS,  
Committee.

Mr. Rawn: What redress has a road who takes exception to the Joint Inspection?

President: The Executive Committee is always open to hear their grievances, and in the event of their failure to render

satisfaction to the complainant he may appeal to the Association.

Mr. Ferris moved that the report be accepted. \* Seconded by Mr. Glover. Carried.

President: This Association has no right to go over the head of the Executive Committee to reach the Joint Inspector. It strikes me that the Executive Committee should insist upon the Joint Inspector reporting to it, and this Association in turn requiring the Executive Committee to report here.

Mr. Glover: I move that the Secretary be instructed to notify the Executive Committee in charge of the Chief Joint Inspector requiring them to make a monthly report to this Association. Seconded by Mr. Morrell. Carried.

At the last meeting of the Association the question of closing freight houses at 5:00 p. m. on week days and at 3:00 p. m. on Saturdays, as requested by the Columbus Board of Trade, was submitted to the roads entering Columbus for their response by letter ballot. Replies were received from six roads, four voting in favor of it, provided all agree; two voting against, and two not heard from.

It was decided to wait until replies were received from all roads entering Columbus and then take the matter up with the dissenting lines and see if we can not arrive at some conclusion that will satisfy the Board of Trade, and that the Secretary be notified to state to the Board of Trade that we will try to give them an answer at the next meeting.

On the question of enforcing car service rules on what is called "package freight" in carloads, submitted to the roads for letter ballot, ten replies were received, 7 in favor of enforcing Rule 1, providing it is unanimous, 3 voting against.

Mr. Morrell: I move that the matter be laid over until the next meeting and Secretary instructed to take it up with the roads that have not been heard from, and also take it up with those who have voted against it and state to them what the Association at Toledo has done.

Seconded by Mr. Limer. Carried.

Secretary: I have replies from the different Divisions of the Central Association of Railroad Officers in regard to cutting out the word "bulk" in the Official Classification:

Indianapolis Division—Action deferred until some other meeting.

Cincinnati Division—Agree to join.

Kansas City Division—Do not use the Official Classification.

St. Louis Division—Do not use the Official Classification.

Toledo Division—Not heard from.

Minutes of the meetings of the Columbus Association of Car Foremen and Yardmasters' Association were read. Several complaints of failure to pull transfers, cars without bills, etc., were reported, and the Secretary was instructed to call the attention of the Superintendents of the roads complained of to the fact that these complaints were entered as a matter of information.

Mr. Morrell moved that the reports of the Columbus Association of Car Foremen and Yardmasters' Association be received and placed on file. Seconded by Mr. Limer. Carried.

Secretary read a letter from the Chief Joint Inspector, requesting authority to purchase one double-sided desk, two revolving chairs and two common chairs for use in his office.

Mr. Glover moved that the Chief Joint Inspector secure bids on the furniture needed and submit same to the Association at the next meeting. Seconded by Mr. English. Carried.

The Columbus Association of Car Foremen requested the use of the meeting-room for their monthly meetings. It was the sense of the Association that this request be granted, and the Secretary was instructed to confer with the Chairman Special Committee Board of Managers and receive his sanction before granting the request.

Following letter from Mr. J. H. Glover, Supt. B. & O. R. R., was read:

Newark, Ohio, December 9, 1897.

Mr. J. D. Berry,  
Secretary, Columbus O.

Dear Sir: I would respectfully ask that the following questions be brought before the Central Association of Railroad Officers at their next meeting:

At junction points where mail is interchanged between two roads, what is the responsibility of the receiving road in waiting for connection from delivering road?

Also, at crossings where there is no interlocker, how far must trains clear the crossing, after passing over same, before trains of other roads are permitted to pass?

Yours truly,

(Signed) J. H. GLOVER,  
Superintendent.

Letter laid over until next meeting for discussion.

November bill of the Central Association for \$11.45 was ordered paid.

On motion of Mr. Glover, seconded by Mr. Limer, meeting adjourned at 3:00 p. m.

M. S. CONNORS,  
President.

J. D. BERRY,  
Secretary.

## TOLEDO DIVISION.

Regular Monthly Meeting of the Central Association of Railroad Officers, Toledo  
Division, held Monday, December 13, 1897.

Meeting called to order at 1:45 p. m. by President Mills.

The following lines were represented:

Ann Arbor R. R.....Mr. W. F. BRADLEY.....Supt.  
“ “ .....Mr. M. D. FOHEY.....Trainmaster.  
C. H. & D. Ry.....Mr. S. B. FLOETER.....Supt.  
“ “ .....Mr. C. A. WILSON.....Chief Eng'r.  
C. H. V. & T. Ry.....Mr. M. S. CONNORS.....Supt.  
F. & P. M. R. R.....Mr. W. D. TRUMP.....Gen'l Supt.  
L. S. & M. S. Ry.....Mr. A. H. SMITH.....Supt.  
M. C. R. R. ....Mr. D. S. SUTHERLAND...Supt.  
Penna. Co.....Mr. J. B. MCKIM.....Trainmaster.  
T. & O. C. Ry.....Mr. T. F. WHITTELSEY...Gen'l Supt.  
T. St. L. & K. C. R. R..Mr. A. L. MILLS.....Gen'l Supt.

VISITORS: Mr. Jno. T. Turner, Car Foreman M. C. R. R.;  
Mr. R. Tawse, Master Mechanic Ann Arbor R. R.; Mr. T. F.  
Smith, Jr., Master Mechanic Penna. Co.

The reading of the minutes of the previous meeting was  
dispense with.

### **Handling of Foreign Equipment.**

Toledo, Ohio, December 13, 1897.

Central Association of Railroad Officers,  
Toledo Division.

Gentlemen: Your Committee appointed to consider the remarks of Mr. W. E. Beecham, before the Columbus Association at their September meeting, on the subject of handling foreign equipment, beg leave to report that in their judgment the methods suggested are in line with good railway practice, and recommend that same be considered by this Division, and that the subject be referred to a Committee to draft and submit for approval rules governing the operation of same.

(Signed) M. S. CONNORS,  
A. H. SMITH,  
W. F. BRADLEY,  
Committee.

On motion of Mr. Sutherland, seconded by Mr. Floeter, the report of the Committee was accepted.

### **Cincinnati Interchange Rules.**

Mr. Whittelsey, the Chairman of the Committee, stated that he had called a meeting of the Committee to convene on adjournment of the Superintendent's meeting, and asked for further time, which was granted.

### **Closing Warehouses on Legal Holidays.**

C. H. & D. Ry.—Our General Superintendent prefers to handle this matter the same as we are doing at present, namely, by giving sufficient notice of such holiday.

D. T. & M. R. R.—We are in favor of closing freight house on legal holidays, except for the delivery of perishable freight.

F. & P. M. R. R.—We are in favor of closing warehouses on legal holidays, excepting for the delivery of perishable freight.

M. C. R. R.—This Company will be willing to close their warehouses at Toledo on legal holidays, except for the delivery to consignees of perishable freight.

Penna. Co.—We favor closing the houses all day on legal holidays for receiving freight.

Wabash R. R.—This Company would not like to vote on this resolution as it stands, but if a resolution is drawn up requiring freight houses to be closed all day on certain holidays, such as the Fourth of July, Thanksgiving and Christmas, and open until noon on the other legal holidays, we will vote in the affirmative.

W. & L. E. Ry.—We take the position that a man should be left in freight house until 12 o'clock noon for both receipt and delivery of freight; house to be closed during the afternoon.

The L. S. & M. S. Ry., T. & O. C. Ry., T. St. L. & K. C. R. R., C. H. V. & T. Ry. and Ann Arbor R. R. vote is recorded in November Proceedings.

Mr. Smith: I do not see why these people want to spend their money in keeping their houses open when they do not get any business on those days. I venture to say you do not get enough freight delivered to the house to pay the wages of two men, not even the wages of one man. We take the position we have in this matter in favor of economy.

Mr. Bradley: It seems to me if the Committee will take this matter up with the officers of the roads not voting in the affirmative they might be able to reach an agreement. Why not make an agreement and let the business people of Toledo know what we will do?

President: Mr. Floeter, do we understand that the C. H. & D. Ry. will not abide by this resolution, which has received a large majority vote of the members of this Division?

Mr. Floeter: Our present practice is to inquire around as to what the other roads are going to do and then issue circular in line with the general practice of the other roads.

Mr. Simth: That is just the object of the resolution. Now we are going to have Christmas pretty soon and we do not know what the C. H. & D. is going to do about closing the freight houses. There is no head to it. Somebody calls up somebody else, and after a good deal of telephoning or telegraphing, decides what he is going to do.

If this resolution was in force you would know on the first day of December that your house would be closed on the 25th for receiving of freight, and you could issue instructions accordingly. Further than that, it is in the interest of economy and does not interfere in any way with good practice or good service. You do not run your locals and there is no reason for having your houses open.

President: I will declare the resolution carried, but will discontinue its operation until we can correspond with the C. H. & D., Wabash and W. & L. E. to see what they will do.

Mr. Smith: I move that it is the sense of this Association that the freight houses be closed for receiving freight on Christmas and New Year's, and that Secretary notify all roads accordingly.

Seconded by Mr. Sutherland and carried.

Mr. Connors: Resolved, That on and after January 1, 1898, the following practice regulating the closing of freight houses for receipt of freight govern:

On legal holidays close all day.

On Saturday at 3:00 p. m.

On week days at 5:00 p. m.

On motion this resolution was ordered submitted to a letter ballot.

**by the Railroads in Loading and Unloading Carload Freight on Team Track.**

Following was submitted to a letter ballot:

That it is the sense of this Association that the railroads shall not furnish help to load or unload freight taking carload rates.

Following are the replies:

Ann Arbor R. R.—We vote in the affirmative on this resolution.

C. H. & D. Ry.—We vote yes, provided the action is unanimous with all roads in the Association.

C. H. V. & T. Ry.—We vote yes.

D. T. & M. R. R.—No reply

F. & P. M. R. R.—We vote yes.

L. S. & M. S. Ry.—Rule 8 of the Official Classification governs. We believe sufficient legislation now. What is required is administration, which we will join other roads in carrying out.

M. C. R. R.—We will vote yes.

Penna. Co.—We will vote yes.

T. & O. C. Ry.—Our vote is withheld until a discussion can be had relative to the question of handling clover seed. I will have some remarks to make at the next meeting on this part of the question.

T. St. L. & K. C. R. R.—We will vote yes.

Wabash R. R.—We will vote yes.

W. & L. E. Ry.—We will agree, providing all the other roads will agree to do the same thing, to furnish but a checker, he to assist teamsters what he can and not interfere with his duties as checkman.

The President declared the resolution carried.

Mr. Whittelsey: The question of handling clover seed and timothy I feel should receive careful consideration. The point

is here: If Toledo acts alone in this matter of not furnishing help, and Detroit, Indianapolis and other seed markets continue to furnish help, Toledo will be standing in a position of being discriminated against. That is the only point raised by the T. & O. C. They do not think Toledo, as a seed market, should be injured.

I presume we have the privilege of giving the necessary 30 days' notice that we will not be bound by this resolution, so far as clover seed is concerned.

President: Yes, sir.

Mr. Sutherland: At one time everything in Detroit handled on team tracks had help furnished, but now no help is furnished at all.

President: Is not the question with seed men one of car service rather than help?

#### **Car Service.**

The Manager explained that cars were being detained on the tracks of the Manufacturers' Railway, and that he was unable to assess and collect car service owing to the position taken by the Pennsylvania Co. that its jurisdiction, so far as assessing and collecting car service is concerned, ends with the delivery of the car to the Manufacturers' Railway.

The following was offered and adopted:

It is moved that the Penna. Co. be requested to show cause why they should not enforce car service rules on the Manufacturers' Railway.

#### **Letter Ballot on the Following Resolution.**

That it is the sense of this Association that all carload freight is subject to car service rules, except cargo shipments consigned to Toledo under such special dispensation as shall be made through the Manager, he to notify each competing line that may handle such commodity of the arrangement entered into

Nothing in the above resolution to be construed as affecting the special arrangement made by the Association regarding the handling of bituminous coal by the coal carrying roads.

Following is the vote:

Ann Arbor R. R.—We will vote in the affirmative on this resolution. It must be distinctly understood that no free warehouse privileges go; if they do, we will have to give our patrons the privilege of storing their freight in the cars.

C. H. & D. Ry.—We will vote yes, provided the action is unanimous with all roads in the Association.

C. H. V. & T.—We will vote in the affirmative.

D. T. & M. R. R.—No reply, but agreed to resolution at October meeting.

F. & P. M. R. R.—We are in favor of the application of car service rules as outlined in above resolution.

L. S. & M. S. Ry.—We believe sufficient rules now. Administration of present rules necessary, and not further legislation. We stand ready with other lines to enforce present rules.

M. C. R. R.—We will vote yes.

Penna. Co.—You can record our vote in the affirmative.

T. & O. C. Ry.—Our vote is in the affirmative.

T. St. L. & K. C. R. R.—Please record our vote in the affirmative.

Wabash R. R.—This company votes in the affirmative, but personally I am opposed to it in the present form.

W. & L. E. Ry.—We vote no.

President: Under our rules the resolution prevails, but it is doubtful if it should be enforced.

Mr. Connors: Why doubtful?

President: Because of the statement by several members that it should be unanimous, and we have one member voting plain "No."

Mr. Connors: That member has signed the Car Service Agreement, has he not?

President: Yes, sir.

After considerable discussion as to the advisability of putting the resolution in force the following was offered and carried.

Moved that we reconsider the vote by which the resolution placing all carload freight under car service rules was adopted.

The following was offered and adopted:

Moved that the Manager of the Toledo Car Service Association enforce the rules as printed, except on cargo shipments consigned to Toledo under such special dispensation as may be made through the Manager, competing lines to be notified when any commodity is to be handled under such an arrangement, and at next meeting he in detail lay before this Association the difficulties he meets with, and if opportunity offers in the interim he lay the difficulties before the Executive Committee, and that they also report as to the advisability of a change in the present rules or any additional rules required.

It was understood that nothing in the above should be construed to affect the present arrangement regarding the handling of bituminous coal.

On motion it was decided that the ruling called for by the above action go into effect Monday, January 3, 1898.

On motion adjourned to meet Monday, January 10, 1898.

A. L. MILLS,  
President.

WM. GROGAN,  
Secretary.

## PEORIA DIVISION.

Proceedings of the Regular Monthly Meeting of the Central Association of Railroad  
Officers, Peoria Division, held in Room 27, Union Depot, Peoria, Ill.,  
Tuesday, December 14, 1897.

Meeting convened at 10:20 a. m.  
President Tompkins in the chair.

### PRESENT.

#### *Roads.*

#### *Representatives.*

P. & P. U. Ry.....	F. L. TOMPKINS.....	Superintendent.
" " .....	W. E. BELL.....	Ass't Supt.
T. P. & W. Ry.....	E. N. ARMSTRONG....	Gen'l Supt.
C. P. & St. L. R. R....	H. S. REARDEN .....	Superintendent.
C. C. C. & St. L. Ry..	J. W. RILEY.....	Superintendent.
P. D. & E. Ry.....	R. B. STARBUCK.....	Gen'l Supt.
T. H. & I. R. R.....	F. L. CAMPBELL.....	T. M.

VISITORS: L. F. Barton, Gen'l Roadmaster P. D. & E.;  
C. Milliard, Gen'l Manager Bluff Line.

The minutes of the November meeting were approved as printed.

Secretary: Mr. Bickell is sick in bed and unable to be present, or to prepare his paper.

Chairman: The Secretary called my attention to the paper expected from me today, but I had forgotten it, thinking it was due in January.

Mr. Armstrong: You know now it is for January, so we will be sure of it then.

Chairman: I think a discussion of Mr. Armstrong's paper had better be had, and a mention of such discussion be made in the next call.

Mr. Armstrong: I wish you would, all of you, attack the paper if need be, in order to bring out the different views.

Chairman: The question is presented, Shall this Division recommend striking out the word "bulk" from Rule 8-B of the Official Classification.

Mr. Riley: Since this Division is experiencing no difficulty over the term "bulk" in the Official Classification, I move that no recommendation in the premises be made.

Seconded by Mr. Rearden and carried.

Questions as to the furnishing of additional trucks for the handling of United States Mail at the Union Depot, also the probability of a renewal of the Coal Miners' Strike this month or next, were both informally discussed, after which the meeting adjourned at 11:00 a. m.

F. L. TOMPKINS,  
President.

A. J. ELLIOTT,  
Secretary.

## ST. LOUIS DIVISION.

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Proceedings of the Regular Monthly Meeting of the St. Louis Division, Central  
Association of Railroad Officers, held in Room No. 206, Union Station,  
St. Louis, Mo., Friday, December 10, 1897.

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Meeting called to order at 11:30 a. m., with President  
Besler in the chair.

The following representatives were present:

St. L. K. & N. K.....MR. A. T. PERKINS.....Term. Supt.  
C. B. & Q. R. R.....MR. W. G. BESLER.....Supt.  
“ “ .....MR. W. S. GLOVER.....C. Disp'cher.  
B. & O. S-W. Ry. ....MR. I. L. BURLINGAME..Trainmaster.  
C. C. C. & St. L. Ry...\*MR. W. G. BAYLEY.....Supt.  
St. L. Transfer Co.....MR. W. G. BESLER.  
St. L. K. C. & C. Ry...\*MR. W. M. MITCHELL..Manager.  
T. H. & I. R. R.....MR. O. E. RAIDY.....Trainmaster.  
Wiggins Ferry Co.....MR. G. L. SANDS.....Manager.  
Terminal R. R. Ass'n...MR. EDW. DUNLOP .....Supt.  
St. L. & S. F. R. R.....†MR. A. J. DAVIDSON....Supt. Trans.  
Wabash R. R.....MR. J. A. HEETHER.....Trainmaster.  
“ .....MR. C. B. ADAMS.....S. C. S.  
Missouri Pacific Ry.....\*MR. J. F. JONES.....Supt.  
M. K. & T. Ry.....MR. A. T. PERKINS.  
Nat'l Stock Yds. Co....MR. W. G. BESLER.

\* By representative.

† By C. B. Adams.

VISITOR: Mr. M. M. Prall, Manager St. Louis Car Service  
Association.

**Reading of Minutes.**

President: As the minutes have been printed and distributed among the members, unless there are objections, the minutes will stand approved as printed and we will dispense with their reading.

**Unfinished Business.**

Secretary: We have nothing under this head.

**Reading of Correspondence.**

Secretary: We have no correspondence.

**Reports of Committees.**

Mr. Perkins: The report of the Committee on Interchange of Empty Cars has already been presented and printed, having been sent out to all the members with request that they come to this meeting prepared to act upon the subject. A majority of the Committee has had a meeting and prepared to offer some amendments to the previous report.

President: To expedite matters and give us the best possible understanding of this question, I will ask the Committee to give their full report and recommendations. We can then deal more intelligently on the final disposition of this question.

Mr. Perkins: The Committee recommends that provision in Rule 2 of agreement for interchange of empty cars, for carding of cars, which was temporarily suspended, be put into effect by all lines which signed agreement, on January 1, 1898, it being understood that intermediate transfer and switching lines will not be expected to assume the burden of carding cars coming from those lines which have not signed the agreement.

The Committee also offers as a suggestion or amendment to take the place of the first two supplementary rules, relative to the inspection of cars, the following:

(1) Inspectors of each road to be furnished by Joint Car Inspector with statement of specifications and requirements of all roads ordering empty cars for loading, and the delivering road in supplying cars for loading on requisitions to inspect empties before delivering them, on basis of the requirements of the receiving road.

(2) All foreign empty cars not originating on receiving road shall be inspected either by Joint Car Inspector, or by Inspector of delivering line, in accordance with requirements of receiving road.

Mr. Perkins: I would say, in explanation of the reasons that led us to make this suggestion, that the proposed rules for the inspection of cars, to which we agreed at the joint meeting with the Committee of the Joint Car Inspection Association, provided that all empties furnished on requisition were to be inspected by the Joint Car Inspector before they left the yards of the delivering road, and also provided that foreign empty cars were to be inspected by the Joint Car Inspector. In connection with those rules the Committee stated that there would be a great many exceptions that would have to be left to the individual lines, and from that point of view we make this suggestion that the inspectors of the individual roads be furnished with the requirements of the other roads in order that they may properly inspect all such cars as it is impossible to hold until the daily visit of the Joint Car Inspector. Of course that will not operate in any way against the receiving of cars which are not up to the standard, but it will, in nine cases out of ten, prevent return of cars because of not being up to requirements.

President: We would like to hear from any other of the members who have anything to say on this question.

Mr. Sands: As I understand the situation, the previous report of the Committee has been accepted; is that correct?

President: The report was received and laid over till this meeting for action.

Mr. Sands: Some of our principal connections have failed to enter this agreement, and personally it seems to me that it is going to make matters more complicated than they are at present.

There is another point in connection with this, and that is, after reading the papers over, I find that Mr. Carson, of the Kansas City Division, has submitted a card that they now have in use at Kansas City, and which they claim has the effect desired, having been in operation for several years. I do not find that any other of the Divisions has adopted anything of this kind. When we entered the Central Association it was my understanding that it was for the purpose of securing, so far as possible, a uniform practice in all things. It occurred to me that it might be well to reconsider this entire question and try to get Kansas City on our basis, or vice versa. Understand, please, that the Wiggins Ferry can not afford to take the stand that we will not enter into the agreement; we have to do what our employers wish us to do; in other words, we are the servants of some twenty odd roads running into St. Louis, and whatever is their wish is ours, but at the same time this move is not relieving matters, except so far as the inspection of empty cars for loading is concerned. I can see improvement there.

President: Mr. Beecham, who introduced this subject here, has visited some of the other Divisions and introduced the matter to them, and I believe they have made some advance on this question.

To bring this matter to a head, we will now consider the question of the adoption of the additions to the rules, which were presented at the last meeting of this Division.

What is the sense of this meeting as to the disposition of the question?

Secretary: I have the following letter from Superintendent Miller, of the Vandalia Line, under date of November 1:

Referring to the minutes of last meeting at St. Louis; we

had ordered a supply of cards and instructed our people at East St. Louis to commence using them on October 1, as originally contemplated, but upon receipt of your letter of October 12, stating that some of the lines had not yet received their cards, we discontinued the use of our cards, as per your request. We are ready to carry out the arrangement as originally agreed upon in regard to the interchange of empty cars at East St. Louis.

Secretary: I also have the following telegram from Superintendent Bayley, of the Big Four:

Mattoon, Ill., December 10, 1897.

F. E. Anderson,

Union Station, St. Louis, Mo.

In regard to the Rules for Interchange of Cars at East St. Louis, this company will vote in the affirmative, but would recommend substituting the Kansas City card for the card proposed.

Letter from Mr. J. F. Jones, Terminal Superintendent Missouri Pacific, dated December 6, as follows:

I received abstract from last month's Proceedings, in accordance with resolution passed at the November meeting in reference to rules proposed for the handling of empty cars, which question is to come up at our next meeting, the 10th inst.

With a view of securing united action, I must say, as to the Missouri Pacific Railway Company, so far as we are concerned, we still take the same stand as has been taken by our Companies at previous meetings, and you are hereby authorized to place us on record as voting against the adoption of the proposed rules.

Mr. Perkins: In order that the exact status of this question be understood, I would say that the rules for interchange, etc., as originally proposed, have been adopted by this Association, and that the action to be taken is in regard to the additional rules brought up in connection with the matter of inspection, the rule in regard to the size of the card to be used and their use having been temporarily suspended.

President: That is the status of the matter. You have also heard the additional report of the Committee, offering an amendment to their original report, which has not yet been adopted by this Association.

We will separate this matter into two propositions: First, the adoption of the proposed amendments made by the Committee to their original report, which, as it has not yet been accepted by this Association, we might allow them to change and submit to us as a Committee amendment, and, second, the adoption of the report as thus amended.

We have also their recommendation that we put into effect the original rule in regard to the carding of cars on January 1.

Mr. Perkins: I will move that the proposed amendments, which I have just presented, be adopted as a substitute for the first two rules in regard to the inspection of cars presented in the previous report of the Committee.

Seconded.

Mr. Adams: I would like to ask the Chairman of the Committee why these changes were brought out, what is the object? What is to be gained, and what is there in the proposed amendments that is not covered in the original first and second rules, with the exception that it is here proposed to furnish the Inspectors with the specifications and requirements?

Mr. Perkins: The difference in the proposed amendments and the original rules is that, according to the original rules all these cars would be inspected by the Joint Car Inspector before they left the track of the delivering line. The Joint Car Inspector can not make but one trip per day to each of the lines. A large proportion of the cars furnished for miscellaneous loading have to be furnished very promptly. We all are apt to receive requisitions at noon for cars that are wanted for loading that afternoon, and we have to deliver those cars at once and can not wait until the Joint Inspector arrives. Where cars are furnished on large orders for grain loading, etc., they can be held for the Joint Inspector. We suggested these amendments in order that cars might be delivered simply upon the inspection

of inspectors of the individual roads. That Inspectors could be furnished with a list of the requirements of the other road.

Mr. Adams: Would it not be better to add "in special cases"? Now, as I understand the matter, this rule in regard to inspection was to overcome the trouble that existed; that is, cars were taken over an intermediate line to another line and then rejected by the receiving line. They had to be taken back by the intermediate line to the delivering line, because they did not come up to the requirements of the receiving line for loading. Now, that was what this Committee was trying to overcome and so save this extra switching.

I believe that we are going to make a mistake when we change that. I agree with you that cars have to be delivered quickly, but I believe that it could be covered by some special clause in this rule, and I think that if we would refer to the original rules there is a clause there which gives the roads concerned an opportunity to do this kind of interchange.

Mr. Dunlop: The object of the Committee in recommending that the inspectors of the delivering line be made competent to judge for others was to expedite the movement of cars that were specially ordered from time to time. Now, our experience is that we receive orders almost hourly for cars that require prompt movement, and business would not permit of those cars being held over until the regular visit of the Joint Car Inspector, which occurs with us between eight and nine o'clock in the morning. The requirements referred to here are features not covered by the M. C. B. Rules. For example: The Mo. Pac., in ordering box cars for load, will not accept any with leaky roofs, irrespective of the load for which they are intended, and it was the opinion of the Committee that Inspectors of roads providing cars for the Mo. Pac. would be advised of such conditions, etc.

President: A motion is before us that we substitute for the original proposed Rules 1 and 2, relative to the inspection of cars, the two new rules presented today by the Committee.

(Upon the motion being properly put it was carried.)

President: We have now the adoption of the rules as a whole, as thus amended. In voting today it should be understood that we will have to secure from members not represented today their vote in order that we may have unanimous action on this matter.

(Upon being put the question was carried.)

President: This is as far as this meeting can today take this question. The Secretary will again send the proposed rules as amended to all members and ask for their vote on the same.

The proposed additions to Rules for Interchange of Empty Cars at St. Louis and East St. Louis, as amended and adopted by this meeting today, and on which we will ask for a letter ballot from the entire membership of the Association, are as follows:

(1) Inspectors of each road to be furnished by Joint Car Inspector with statement of specifications and requirements of all roads ordering empty cars for loading, and the delivering road, in supplying cars for loading on requisitions, to inspect empties before delivering them, on basis of the requirements of the receiving road.

(2) All foreign empty cars not originating on receiving road shall be inspected either by Joint Car Inspector or by Inspector of delivering line, in accordance with requirements of receiving road.

(3) All empty cars originating on the receiving road will be accepted by the receiving road without inspection by the Joint Car Inspector.

President: We now have the recommendation of the Committee that in accordance with the original rules the matter of carding cars be put into effect on January 1.

Mr. Sands: It seems to me improper to put it into effect January 1, and that it should be left over to our next meeting, and I would make that as a motion.

Seconded. Carried.

President: That defers action on this matter until our next meeting.

### **New Business.**

President: Today marks another year in the life of our Association, and we should ask ourselves what have we accomplished and how do we stand? A review of the year's Proceedings does not show any going backward in this Association, and our meetings have been characterized by business methods covering useful work along progressive lines.

We in the Railway world are in the midst of an era of great transition which is taking place surely and yet withal so quietly that, while we recognize it, we can scarcely realize it, and can only gauge our progress by contact with those who from without witness the swift-changing scene and note that those places which were once so familiar and known to them know them no more. That the railroad officers of today are generally keeping pace with the times is witnessed by their progress along with the current, except here and there along the way where is seen the relic of the past, unable to comprehend or unwilling to admit what he sees transpiring, and who stands alone as a connecting link to remind us of what has been, until, unable longer to withstand the swiftly-moving current, he is swept away into oblivion.

System and Organization are the factors which are bringing about these changes. It is these which render supervision possible. The coming together of bodies of men, experts in their profession, to decide by united action what shall constitute acknowledged practice is what is accomplishing so much.

The American Railway Association stands as a Rock of Gibraltar against those segregated few who would cling to past traditions and try to maintain themselves with eyes closed to the Progress which is everywhere going on round about them. With this example before us and our managements, members of that Association, can we ignore the handwriting on the wall?

Association may play a part ever so small, but it accomplishes what individual effort might not. Atom united into the molecule which accomplishes its endeavors are to the end that we may act as a harmonious whole, whereby the greatest benefit to the greatest number shall accrue. But this or no other good can do for anyone what they will not do for themselves. Force understanding into a place which nature never intended such a grace; our mission is in the nature of a transmutation, a medium through whose benefit may be attained the desired end. The fable of the jackass clothed as a lion still needs its application, but you may depend upon it he will reveal his identity by the length of his ears or a bray.

Constant effort, persistent labor, untiring zeal, unfailing faith must be his who hopes to realize the end we should seek, and this can be accomplished by this Association if its members so will.

We have today our annual election for officers, and it is a principle of too long standing to require argument that rotation in office and the infusion of new blood is a much-to-be-desired end. Moreover, there is a certain honor conferred in being selected to preside over this Association, hence, in whatever esteem it may be held, it is not right or fair to others that it should selfishly be kept by any one person for long-continued stretches, but should be passed around and given to other deserving members, who by their presence at our meetings and their work and active interest in our welfare mark them as being deserving of this honor which we can bestow.

In conclusion, I wish to thank the members of this Division for their active assistance during the past year, whereby the St. Louis Division has been able to maintain itself fully up to the standard, and I sincerely hope and trust that the coming year shall see a still greater advancement.

In speaking with some of the members concerning this matter, the remark has been made that if elected they would decline to serve. I wish to say to this Association that no

member should ever refuse to serve when called upon to act in any capacity wherein interests of this Association are concerned; he should do the best he can, and the Association will thereby receive all it should expect.

Nominations for office of President are now in order.

Mr. Glover: I nominate for office of President Mr. G. L. Sands, of the Wiggins Ferry; for Vice-President, Mr. A. T. Perkins, of the St. L. K. & N. W., and for Secretary, our present incumbent, Mr. F. E. Anderson.

Seconded by Mr. Burlingame.

Mr. Sands: Gentlemen, I assure you that I appreciate very much the honor, which, as our President has said, is conferred upon any member in being selected to preside over this Association, but I believe that it would be better to make no change at this time, and that I can be of more assistance to the Association if allowed to sit here on one of the benches and have a word to say now and then and a vote to cast than to attempt to preside over this Association. I wish you would reconsider this matter and nominate someone in my place.

Mr. Burlingame: I move that nominations be closed.

Seconded.

Mr. Raidy: I move that the Secretary cast the ballot of this Association for the members nominated.

Seconded. Carried.

(Secretary here cast a ballot for the Division, in favor of the gentlemen nominated.)

President: The vote is favorable and I declare the gentlemen nominated elected to the offices named. Mr. Sands, please take the chair.

(Applause.)

Mr. Sands: I can only say that I will undertake to do to the best of my ability what the needs of this Association demand. Will the Vice-President please say a few words?

Mr. Perkins: I wish to thank the Association for the honor thus conferred, especially as I am so young a member in it, in fact, the latest addition. However, I will try to do my part in

the work of this Association and give as much of my time to its interests as possible.

Upon motion the meeting here adjourned.

W. G. BESLER,  
President.

F. E. ANDERSON,  
Secretary.

The question of furnishing freight handlers to load and unload carload freight is now up before this Association, and some action may be taken, of which I will advise you.

Yours truly,

(Signed) J. D. BERRY,  
Secretary.

Indianapolis, Ind., November 9, 1897.

Mr. B. H. Garrigues,

Secretary Kansas City Division.

Dear Sir: Replying to your letter of October 27, in regard to sending check clerks to warehouses to check inbound and outbound carload freight, this Division has no rule governing the matter, neither is it the practice to send check clerks to warehouses to do the checking.

Yours truly,

(Signed) G. B. STAATS,  
Secretary.

Toledo, O., November 8, 1897.

Mr. B. H. Garrigues,

Secretary Kansas City Division.

Dear Sir: Replying to your favor of October 27, would say that it is not the practice with railroads in Toledo to send men to warehouses to check carload freight loaded or unloaded by owner.

This Division has no rule governing the matter. Will refer you to Rule 30 of Freight Claim Association, as follows:

"Where claims are presented for loss or damage to property which was loaded by shippers or unloaded by receivers, or which was both loaded and unloaded by shippers and receivers without a representative of the carrier being present, their check shall be treated the same as though made by the carrier, provided affidavits are made by the shippers and receivers of the correctness of their check, if the receiving or delivering line recommends payment."

Yours truly,

(Signed) WM. GROGAN,  
Secretary.

Cincinnati, O., November 12, 1897.

Mr. B. H. Garrigues,

Secretary Kansas City Division.

Dear Sir: Replying to your circular letter of October 27, relative to checking freight loaded at various private warehouses, would advise that it is not the custom of lines at this point to check freight while being loaded at various industries or private warehouses.

Yours truly,

(Signed) O. G. FETTER,

Secretary.

Mr. Carson: We have several agents here today who are thoroughly conversant with this subject, and I would be glad to hear what they have to say.

Mr. Edgecomb: The reason that I suggested this matter was that we have a check clerk located at Corle's exclusively, whose salary we pay ourselves; the Rex Mills use one most of the time; and besides we have from four to ten men from the freight house out over town checking cars. It is a source of expense that I never saw incurred in a city before. I have worked in Cincinnati and Dayton, and we never checked in or outbound freight in carload lots. We depended entirely upon the seal record. I don't know that we had any more claims there than we have here. I have had in view the getting rid of this extra expense and annoyance. We can't furnish check clerks always and so we send laborers and their checking is not as a rule the most reliable. Then, again, it disturbs our labor force, especially when we have to send out ten men at a time.

When this matter was up before there was some objection on the part of the business men to omitting this check on the ground that the banks in Kansas City would not honor a shipper's order bill of lading signed "shipper's load and count," as it was not evidence of the loading. That is true enough, but as banks take the risk in other cities, I don't see why they should not do the same here. I think we ought to override even that objection, as it is costing us at least a hundred to a hundred and fifty dollars per month.

Mr. Isitt: As stated by Mr. Edgecomb, the checking at private warehouses is very burdensome to all Kansas City lines, and quite expensive. We have several times had the matter under discussion in our Local Agents' Association, with a view of doing away with this practice, but have never yet been able to see where we could do this and fully protect the various lines, for the reason that it has always been a question whether in cases where foreign lines had issued clean bills of lading we would not necessarily have to check out the shipments as a protection to them, or otherwise take all the responsibility for losses that might be claimed. All the local agents would be glad to be relieved of this work if it could be done with perfect safety, but so far we have not received authority from any source to discontinue it.

Mr. Curtis: We are in the same position as stated by Mr. Edgecomb and Mr. Isitt. We would like to overcome it if we can get all the roads to join in doing it. It is a great nuisance as it is.

Mr. Jordan: The question has been up with us often and we have refused to check "shipper's load and count" consignments, and our superior officers have borne us out in it. But when it comes to the matter of a clean bill of lading there is a question whether you can, as Mr. Isitt says, protect the company issuing the bill of lading unless you check the car. We have had claims in two cases of that kind where we didn't check the cars, and after they were unloaded consignees claimed shortage. I don't know of any way to get out of the responsibility of the company.

Of course, as far as the Great Western is concerned, we would be glad to join in any agreement that would be practicable. We would not want to go into it though unless it was the right thing to do, and this is one of the questions that would confront us. There might be cases where damage or shortage was noticeable that we would want to check for our own protection, but that would be an exception to the general rule. I think we would be willing to say that we would not make a

practice of checking "shipper's load and count" consignments, but on a clean bill of lading I don't know whether we would do it or not.

Mr. Fish: I move that the matter be referred to the Local Freight Agents' Association for their recommendation, with request that they report to this Association at the next meeting.

Motion seconded and carried.

Mr. Edgecomb: Mr. Mitchell has sent me some correspondence to submit to this Association. On August 14, 1897, we switched I. C. car 17079 from Fowler Packing Co. for Schwarzschild & Sulzberger and charged \$1.50 our switching, \$1.50 Belt switching, and \$3.00 car rental. It afterwards developed that this car came from Omaha and was sent to Fowler's and then from Fowler's to Schwarzschild & Sulzberger. We ask authority from the Association to waive the \$3.00 rental, as it was not really a local movement.

Mr. Rider: I move that the Secretary be instructed to advise the K. C. F. S. & M. people that they violated the rule in making the charge in the first place, and they have the right to waive it.

Motion seconded and carried.

Mr. Carson: Under the same head I have some car rental troubles of my own. During the months of August, September and October, 1897, Peet Bros., soap manufacturing establishment, located on our tracks just this side of Grand Avenue, moved their plant to Armourdale, and it required 35 cars to do it. At the time they took the matter up with me, asking if they could not be relieved of the car rental, feeling that it was unjust under the circumstances. My reply was, that I had no jurisdiction in the matter, that it would have to be taken before this Association.

It has finally come back to me with the request that we make a refund. They have paid the rental, \$3.00 per car on 35 cars. We would like to refund the amount, as it was not a revenue move on their part. It was not regular business from their plant. I would like to have the authority of the Association to refund this \$105.00.

Mr. Rider: It has been the custom of this Association in the past in all these car rental matters, where request is made by the road furnishing the cars to leave it to that road to decide whether refund should be made. I move that it be left to the Missouri Pacific in this case.

Motion seconded by Mr. Welch and carried.

Mr. Jones not being present with his paper on the subject of "The best means of effecting economy in the use of supplies by stations and trains," it was decided to let the matter go over until the next meeting.

President: Gentlemen, according to Article 3, the officers of this Association shall consist of President, Vice-President and Secretary, each of whom shall be elected by ballot at the regular monthly meeting in December of each year. That results in the election of officers for today. What is your pleasure?

Mr. Rider: I would move that we suspend the rules, bring away with the election by ballot, and move the election of Mr. A. T. Palmer as President, Mr. C. E. Carson as Vice-President, and that the Secretary be re-elected.

Mr. Rider: Seconded by Mr. Jones.

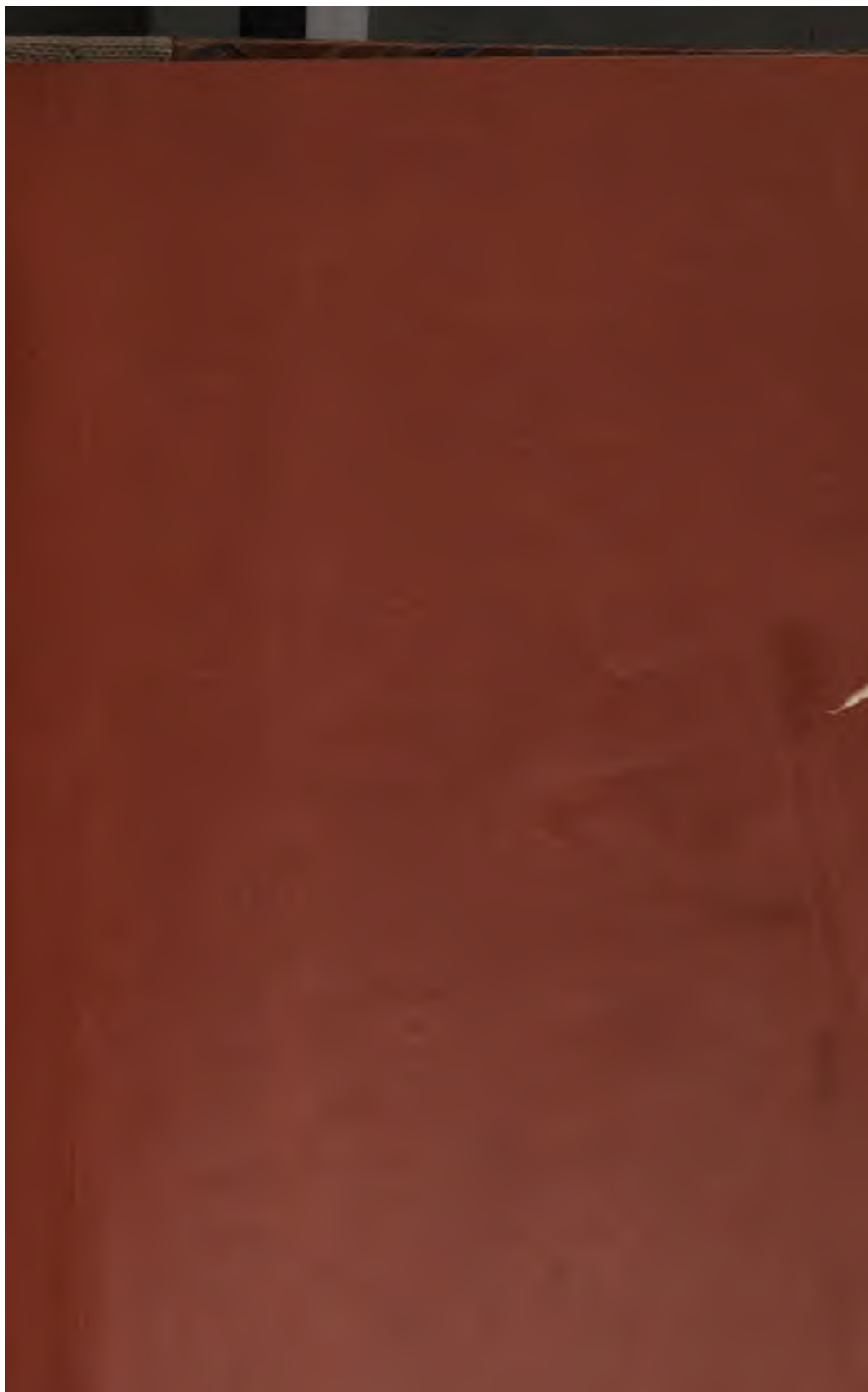
That being done, the President motion made by Mr. Palmer to suspend the rules and to bring away with the election of Mr. A. T. Palmer as President, Mr. C. E. Carson as Vice-President, and that the Secretary be re-elected.

The motion was seconded by Mr. Jones and carried. Mr. Palmer was elected President, Mr. Carson Vice-President, and Mr. Jones Secretary. The motion was seconded by Mr. Jones and carried.

The motion was seconded by Mr. Jones and carried. The motion was seconded by Mr. Jones and carried.

J. H. Chapman

Secretary















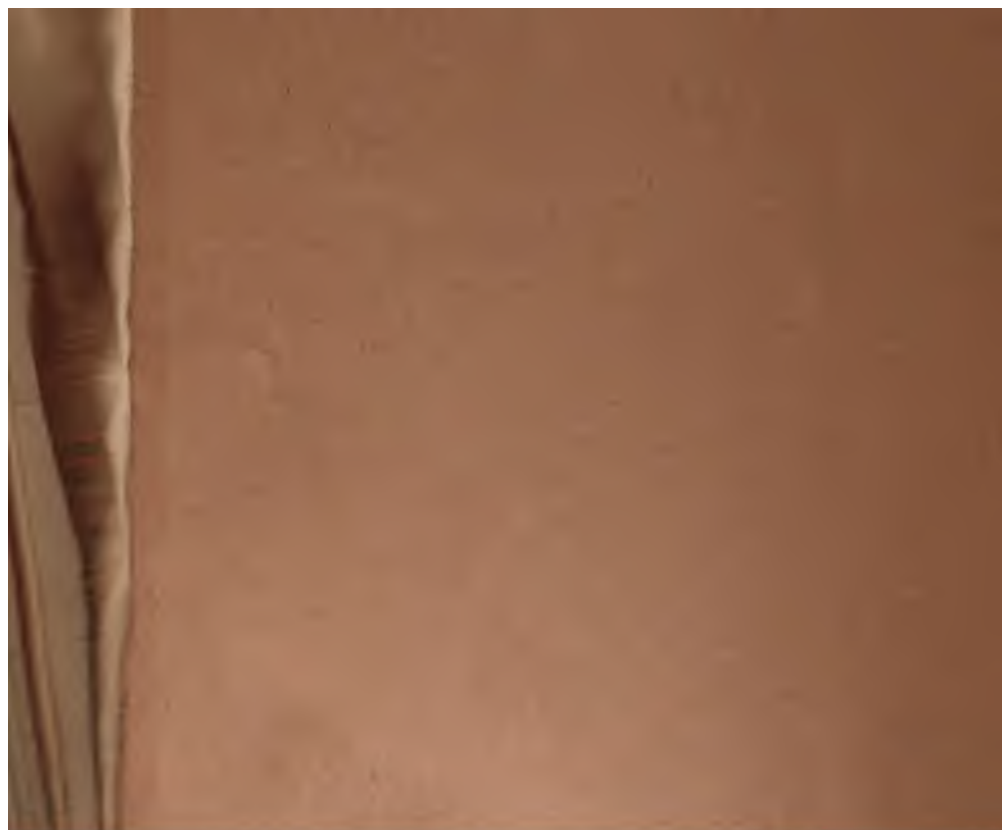
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